REGISTERED No. 1—1877

The Bombay Gazette.

No 8 757.—New Series.

BOMBAY :—SATURDAY, MARCH 3, 1877.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	38
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy.... As. 4.

Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

[illegible] Lines and under—

	Rs.	
First insertion	5	0
Second do.	2	8
Third do.	2	8
Fourth and succeeding insertions	0	2½ As.

line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Rs. 1-0
Each succeeding line	0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the s. s. ASSYRIA, 1495 Tons, 200 H. P., Commander C. Heasman, as above, from Kurrachee, on SATURDAY, the 10th March 1877.

The Assyria is fitted in the usual style of the Company's vessels, and has excellent accommodation for 31 First-class Passengers and 12 Second-class.

The Steamers leaving Bombay on FRIDAY, the 2nd March and on TUESDAY, the 6th idem, for Kurrachee, can carry forward Cargo and Passengers for transfer to the Assyria.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 20th December 1876.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the s. s. ARABIA, 1,080 Tons, 140 H. P., Commander W. W. Allan, on SATURDAY, the 3rd March 1877, at 4 P.M., calling at Rutnagherry, Vingorla, Goa, Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Negapatam, Pondichery, Madras, Masulipatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the s. s. COCONADA, 863 Tons, 130 H.P., Commander A. Morris, on FRIDAY, the 9th March, 1877, at 4 P.M. to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSREH and occasionally at BAHREIN and MAHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the Fair Season, despatch a Steamer to Kurrachee every FRIDAY at 4 P.M., and an Extra Steamer on every TUESDAY at 10 A.M.

The s.s. AKOLA, 572 Tons, 130 H. P., Commander T. M. Williams, will be despatched on TUESDAY, the 6th March, 1877, at 10 A.M., calling at Verawul, Pore Bunder, Mangrole and Cutch Mandvie.

The s.s. COCONADA, 863 Tons, 130 H. P., Commander A. Morris, will be despatched on FRIDAY, the 9th March 1877, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. (Including Wines)	3rd Class. (Without food.)
Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles	52	35	14-10

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY:—

INDIA, to sail on THURSDAY, 15th March 1877.
PERSIA, to sail on SATURDAY, 31st March 1877.
SUMATRA to sail on SUNDAY 1st April 1877.
ASSIRIA to sail on SUNDAY, 15th April 1877.

All steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 12 A.M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, 24th January 1877.

RUBATTINO S N. COMPANY.

IMPORTANT NOTICE.

XTRA STEAMERS TO NAPLES, LIVORNO, AND GENOA.

MESSRS. R. RUBATTINO & Co.'s well-known Steamer INDIA, Captain Dodero, will be despatched as above on THURSDAY, the 15th March next, to be followed by the PERSIA, Captain Merello, to leave on SATURDAY, the 31st March 1877, *without fail.* For passage and particulars of information, apply to

C. GRONDONA, Agent,
Rubattino S. N. Company.

LIVERPOOL, VIA SUEZ CANAL.

S. S. STRATHLEVEN, 2,300 Tons.
C. W. Pearson, Commander.

TO SAIL 10TH MARCH POSITIVELY.

THIS New and Splendid Steamer will have despatch as above, and is expected to make a quick passage. She has been built expressly for the Indian Trade and has excellent accommodation for Passengers, both on the Main Deck and in a Saloon built on Deck.

She carries a Surgeon and Stewardess.

FARE TO LIVERPOOL—Rs. 500.

Exclusive of Wines, &c., which can be procured on board at Moderate prices. For passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 16th February 1877.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES & LIVERPOOL, VIA SUEZ CANAL.

THE S.S. TRINACRIA will sail positively on WEDNESDAY, the 21st March, and will be followed by the S. S. EUROPA on WEDNESDAY, the 18th April.

RATES OF PASSAGE MONEY.

1st CLASS TO NAPLES	Rs. 400
Do. TO LIVERPOOL	Rs. 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance and tender any information required by the Passengers.

For passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, 28th February 1877.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

	Vessels.	Tons.	H.P.	Captains.	
—	VENETIA	2726	450	C. G. Perrins	5th March.
S.	PEKIN	3777	600	W. Woolcott	12th do.
—	SUMATRA	2488	450	C. Anderson	19th do.
S.	MONGOLIA	2833	530	A. Coleman	26th do.
—	PERA	2119	450	Geo. Hyde	2nd April.
S.	MIRZAPORE	3763	600	A. Parish	9th do.
—	SIAM	3000	500	N. W. Hazelwood	16th do.
S.	MALWA	2933	450	P. S. Tomlin	23rd do.
—	NIZAM	2725	450	A. E. Barlow	30th do.
S.	ASSAM	3033	500	N. Stewart	7th May.
—	THIBET	2593	400	G. F. Cates	14th do.
S.	SURAT	3141	530	G. C. Burne	21st do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked S proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 24th February 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On TUESDAY, the 6th March 1877, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. KHIVA, (2,609 Tons and 450 H. P.), Captain G. Lee, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of Opium, the Officer's receipt for which is not lodged in the Company's Office before Noon, on SATURDAY, the 3rd March 1877.

F. D. PARKER, Acting Superintendent.

Bombay, 24th February 1877.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports calling at Galle),

	Tons.	H. P.		
BANGALORE	2063	500	Capt G. N. Hector	3rd March at 3 P. M.
TANJORE	2263	450	Capt J. Orman	31st March at 3 P. M.
TRAVANCORE	1900	350	Capt W. Barratt	28th April at 3 P. M.

F. D. PARKER, Acting Superintendent.

3, Rampart Row, 24 February 1877.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Company's Steamer CASTORE, 2,700 Tons, and 250 H.P., Captain G. Marussig, will be despatched from BOMBAY to TRIESTE on the 21st March 1877.

Rates of Passage-money (exclusive of Wines and Spirits which can be had on board at moderate prices) as under:—

	1st Class.	2nd Class.	Deck.
To Trieste	Rs. 450	Rs. 350	Rs. 180 0
To Port Said	,, 320	,, 255	,, 131 0
To Suez	,, 300	,, 240	,, 122 8
To Aden	,, 170	,, 130	,, 66 0

This steamer carries a Surgeon and Stewardess, and has superior accommodation for 1st and 2nd class passengers.

No cargo will be received on board after sunset on the day previous to sailing.

The Company intend to despatch Steamers from Bombay to Trieste on the following dates:—

S.S. POLLUCE, 2,700 Tons, 250 H.P., on the 10th April 1877
S.S. ETTORE, 3,800 do. 400 do. do. 10th May ,,

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

JOSEPH JANNI, Agent.

28, Bombay Green, 1st March 1877.

HALL LINE OF STEAMERS.

S.S. CITY OF BALTIMORE,
CAPTAIN THOMAS COLLINS.

THIS Steamer will sail again for LIVERPOOL on WEDNESDAY, the 14th March, positively.

A few Berths are still disengaged.

For Passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, 27th February 1877.

NOTICE.—CONSIGNEES of CARGO per S. S. SEVERN, Captain Skinner, arrived from LONDON, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS at the Sassoon Dock, where the steamer has gone to discharge.

No CLAIMS for Damage or Short Delivery will be admitted under any circumstances unless passed by the Captain before departure of the vessel.

VOLKART BROTHERS,
Agents S. S. Severn.

Bombay, 1st March 1877.

WANTED.

A SCOTCH MAID, who came out to India in service a year-and-a-half ago, is anxious TO RETURN to ENGLAND with a Lady or in charge of a Child or Children. Apply to

Mrs. MACDONALD.
Breach Candy.

WANTED EMPLOYMENT—A YOUNG MAN who has been ASSISTANT MANAGER of a Tea Factory in Kumaon for three years wishes to find employment. He is a Practical Engineer and holds excellent certificates from his employers. Would be content with small salary. Address "A. B.," *Bombay Gazette.*

NOTICES.

WESTWARD HO! NORTH DEVON—The WIFE of the SECOND MASTER of the United Services College, by the seaside, is PREPARED to RECEIVE TWO or THREE CHILDREN, to bring up with her only child, whose careful training and comforts they would share. Terms: for children under 10 years of age. 80 Guineas per annum. Boys prepared for the College. Boarding-house for boys above 10, including Education at the College, 90 Guineas; above 14, 95 Guineas.

BOMBAY SCOTTISH EDUCATION SOCIETY.—The ANNUAL EXHIBITION and DISTRIBUTION of PRIZES of the Society's Schools (the John Connon School, Fort, and the Scottish School, Byculla) will be held in the Framjee Cowasjee Hall on TUESDAY AFTERNOON, the 6th March, at five o'clock.

His Excellency SIR PHILIP WODEHOUSE, K.C.B., will preside.

D. C. BOYD,
D. MACPHERSON,
Honorary Secretaries.

Bombay, 28th February 1877.

MESSRS. W. NICOL & Co., METAL MART & BYCULLA IRON WORKS,

AGENTS for Clayton and Shuttleworth's Portable Engines, J. and H. Gwynne's Centrifugal Pumps, Aveling and Porter's Steam Road Rollers, D. New and Co.'s Machine Tools, Val de Travers Asphalte Co., Silicate Paint Co., &c. Specialities from these Makers always available, also Fire Engines, Hand Pumps, Pipes, Engineers' and Contractors' Plant and Iron of all qualities.

Ornamental and general Castings, Forgings, Girders, Roofs, Cranes, Mortar and Soorkie Mills, and all classes of Ironwork executed with despatch under European superintendence at the BYCULLA IRON WORKS.

NOTICE.—We the undersigned beg to inform the public that we have just established a Branch Firm in Bombay with a view to IMPORT CORKS of all descriptions from our own Manufactory. We have now in hand Cork samples of all descriptions known, viz.:—for large Fruit Bottles, Casks, Preserves, Champagne, Bordeaux, Malaga Wines, Brandy, Liqueurs, Soda, Lemonade, Oil, Ink, Medicine Bottles, or any other liquids, 157 sorts in all.

We confidently assert that no firm can offer so many advantages as ours to intending buyers.

Messrs. CAMA, PUIG & MASDEVALL,
O Palafrugell, Catalonia, (Spain), Cork Growers, Manufacturers and General Merchants.

Bombay, 20th February 1877.

N.B.—All orders concerning Corks promptly executed. Samples can be seen at our Office, 2, Forbes Street, 1st Floor, Fort.

CONTRACT for the SUPPLY of PROVISIONS to H. M.'s HOUSE OF CORRECTION and the GOVERNMENT WORKHOUSE at BYCULLA, for the Official year commencing 1st April 1877 and ending 31st March 1878.

The Undersigned is prepared to receive SEALED TENDERS for the SUPPLY of Rice, Bajree, Dall, Wheat, Bread (fine and Brown,) Beef, Mutton, Sugar, Vegetables of sorts, Ghee, Oil, Firewood and many other Articles, as required during the above period. Full particulars as to probable quantities required and Terms of Contract can be ascertained on application at the Jail Office and Tenders will be received up to 12 o'clock Noon on the 1[illegible]th of March 1877. A Deposit of Rs. 50 to accompany each tender.

W. P. WALSHE, Captain,
Superintendent House of Correction and Governor Government Workhouse.

Jail Office, Byculla, 26th February 1877.

BISHOP'S SCHOOL, NAGPUR, CENTRAL PROVINCES.

PATRON.

THE LORD BISHOP OF CALCUTTA.

THE Studies pursued at this long established School comprise everything necessary to impart a sound CLASSICAL, MATHEMATICAL and GENERAL EDUCATION.

There are 82 Pupils in the School now, therefore early application is necessary for the admission of Boys and Girls.

Boarders are received by the Head Master and Mistress, and great attention is paid to the diet; there are at present fifteen vacancies.

TERMS.

UPPER SCHOOL	Rs. 30 per mensem.
LOWER SCHOOL	,, 25 do.

The next Term commences from January 15th. Pupils can be met at the Station by one of the Assistant Masters if due notice is given.

For further particulars apply to

HEAD MASTER.

PAINLESS DENTISTRY.

J. J. L. DAVIS,
SURGEON DENTIST,
From the Dental Hospital, London,
7, RAMPART ROW.

N. B.—Charges strictly moderate.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

TO-NIGHT, SATURDAY, 3RD MARCH.

GREAT SUCCESS!

ENTHUSIASTIC RECEPTION OF
MADAME CARLOTTA TASCA,
THE CELEBRATED PIANIST,
AND
THE ROYAL ENGLISH OPERA BOUFFE COMPANY.

On which occasion will be produced,
For the First Time in Bombay,
CHARLES LECOCQ'S POPULAR COMIC OPERA
LA FILLE DE MADAME ANGOT,
IN THREE ACTS.

CAST OF CHARACTERS.

ANGE PITOU	Mr. H. Vernon.
LARIVAUDIERE	,, A. Plumpton.
POMPONNET	,, J. Rollings.
LOUCHARD	,, J. Martin.
TRENITZ	,, G. Cartle.
GUILLAUME	,, G. Marshall.
OFFICER	,, H. Fendon.
AMARANTHE MADLLE. LANGE	Mrs. H. Vernon.
CLAIRETTE	Miss ELCIA MAY.

MARKET PEOPLE, SOLDIERS, &c.

Between the First and Second Acts

MADAME CARLOTTA TASCA

WILL PERFORM

RIGOLETTO .... Liszt.

And between the Second and Third Acts

a { CAPRICE AERIEN .... Wollenhaupt.
b { L'ECLAT, GALOP DE CONCERT .... Ronville.

PRICES OF ADMISSION.

Dress Circle	Rs. 4	Stalls	Rs. 3
Gallery	,, 2	Pit	,, 1

Family Tickets admitting Three to the Dress Circle...Rs. 10

Doors open at 8-30; Commence at 9.

Box Office open at SOUNDY and Co., where Plan may be seen and Seats secured.

NOTICE.—The Tramway Cars will run to and from Byculla on the Nights of Performance.

NOTICE.

In consequence of the whole of the seats in the Dress Circle having been engaged, arrangements have been made to number and reserve the Stalls without any advance in the price.

ENGLAND VIA CAPE.

THE fine Clipper Ship DUNALISTAIR, 1,686 Tons, Captain Sangster, will sail early in April. Has magnificent accommodation for 20 Passengers. For Freight and further particular apply

KILLICK NIXON & Co.

MAHABLESHWAR DAWK REOPENED.—Most comfortable PHAETONS at Rs 35, and non-surpassable TONGAS at Rs. 20, can be had at a moment's notice from

PEROSHAW FURJORJEE,
Proprietor of Stage Carriages.

Main Street, Poona, 1st March 1877.

B. B. & C. I. RAILWAY.

NOTICE.

NEW TOWER OF SILENCE, NOWSAREE.

A SPECIAL accelerated Passenger Train will leave Colaba for Nowsaree on WEDNESDAY, the 7th March, returning from Nowsaree on THURSDAY, the 8th, calling at the undermentioned Stations.

Times of Departure and Fares as follows:—

	P. M.		P. M.
Leave Colaba	10 0	Leave Nowsaree	10 0
			A. M.
Church Gate	10 10	Bandora	4 21
Marine Lines	10 18	Grant Road	4 47
Churney Road	10 26	Churney Road	4 55
Grant Road	10 38	Marine Lines	5 3
Bandora	10 58	Church Gate	5 11
	P. M.		
Arrive Nowsaree	4 50	Arrive Colaba	5 15

RETURN FARES TO NOWSAREE FROM THE UNDERMENTIONED STATIONS.

	First Class. Rs a.	Second Class. Rs a.	Third Class. Rs. a.
Colaba	17 7	8 3	4 11
Church Gate	17 6	8 1	4 10
Marine Lines	17 4	8 1	4 10
Churney Road	17 3	8 0	4 10
Grant Road	17 3	8 0	4 10
Bandora	16 5	7 10	4 5

J. R. DUXBURY,
Traffic Manager.

Bombay, 1st March 1877.

SCOTTISH FIRE INSURANCE COMPANY.—The Undersigned as AGENTS for the above Company are prepared to issue POLICIES of INSURANCE on Warehouses, Mills, Merchandise and other Property in Bombay and the neighbourhood on FAVOURABLE TERMS.

C. MACDONALD & Co.

Victoria Buildings, Bombay.

SPECIAL SHORT ADVERTISEMENTS.

EXPERIENCED THEORETICAL & PRACTICAL ENGINEER will be open to engagement in June next. Highest reference in Bombay Address "HYDRAULIC."

A CERTIFICATED NURSE is anxious TO RETURN TO ENGLAND in charge of an Invalid Lady or Children. Apply to Mrs. LAYARD Colaba.

BOARD and LODGING with a Family can be had at No. 3, Bake House Lane. Apply at the premises.

Desirable Properties for sale—4 Cottages and Land at Panchgunny, either together or in separate lots. Apply to Messrs. SWIFT & FARROW, 4, Hummum Street, Fort.

FOR SALE, a handsome light, well balanced TONGA for a pair, with a set of DOUBLE HARNESS. Apply "X.," *Bombay Gazette.*

TO BE SOLD at BENNETT'S Rooms on SATURDAY, first, a very powerful Bay Waler Charger, perfectly broken, sound, the property of an Officer leaving India.

FOR SALE, a set of SECOND-HAND ENGLISH DOUBLE HARNESS, in good order. For Price, &c., apply at this Office.

A Lady with three children requires two large Rooms in a Family House with use of kitchen, &c. Reply stating terms and locality, to "E.," *Bombay Gazette* Office.

FOR SALE, PONY, SADDLE and BRIDLE. Apply to "P. T.," care of the *Bombay Gazette* Office.

MATHERAN.—CAPRERA TO BE LET FURNISHED. Apply to W. B. FELLOWS, Municipal Offices.

SUPERIOR, PLAIN and MILITARY HAIR BRUSHES, Tooth, Nail, Hat and Cloth Brushes, Combs, &c., just received by W. J. ESSAI, Forbes Street.

WANTED, a CERTIFICATED MECHANICAL ENGINEER to take charge of a Mill Engines. Apply to "A. B.," care of this Office.

WANTED, FOR UP-COUNTRY, an experienced COMPOUNDER for a Chemist and Druggist's Establishment. Good Certificates and References required. Apply by letter to "S.," care of *Bombay Gazette* Office.

WANTED, FOR UP-COUNTRY, a WATCHMAKER, one who thoroughly understands Watch and Clock repairing in all its branches. Apply by letter to "L. M., care of *Bombay Gazette* Office.

AN ENGLISH MAID who came out with a Lady and two children a year ago would be glad to RETURN HOME with a Lady or in charge of children. Address Mrs. PINHEY, Altamont, Bombay.

FOR SALE, an English CURRICLE DOG-CART and HARNESS, EXTRA SHAFTS for Single Harness, very light, adapted to country roads. Apply at Dr. BLANC'S, Breach Candy.

WINES, SPIRITS, BEER, &c.

PRICE LIST of WINES, &c., FOR SALE at the Godowns of the Undersigned:—

CLARETS.

From H. and C. Balaresque, Bordeaux—

Chateau de Francs	Rs. 14	per doz.	Qts.
Les Canons	,, 18		,,
Chateau Leoville	,, 24		,,

HOCKS.

From G. M. Pabstmann Son, Mayence,
Purveyor to H. R. H. the Prince of Wales.

Deidesheimer	Rs. 17	per doz.	Qts.
Geisenheimer	,, 18		,,
Liebfraumilch	,, 22		,,
Rudesheimer	,, 26		,,
Queen Victoria Berg	,, 36		,,

CHAMPAGNE.

Carte Blanche	Rs. 25	per doz.	Qts.
Real Eugene Clicquot's Reims	,, 40	,,	,,
do.	22-8	,,	Pts.

BEER.

Ind. Coope and Co.'s	Rs. 5-8	per doz.	Qts.
do.	3-4	,,	Pts.
FLOWER & SON'S BEER	,, 5	,,	Qts.
Do. do.	,, 3	,,	Pts.
BAVARIAN EXPORT BEER from the St. Pauli Brewery, Bremen	,, 6	,,	Qts.
Do do.	,, 4	,,	Pts.
SUPERIOR INDIA PALE ALE from do.	,, 5-8	,,	Qts
Do. do.	,, 3-8	,,	Pts.
NORWEGIAN BEER, pership Guinivere..	,, 6	,,	
BEST GUINNESS'S STOUT, bottled by Ed. Richardson & Co., London	,, 6	,,	Qts.

Out-station Orders must be accompanied by a remittance or reference for payment in Bombay.

VOLKART BROTHERS.

Bombay Rampart Row, Fort.

CRICKETING AND GENERAL GYMKHANA KIT.

REDUCED PRICES, MARCH 1877.

TREACHER AND COMPANY, LIMITED, receive periodical supplies of the above from the leading English Houses, who manufacture the goods, in accordance with T. & Co.'s long and practical experience, specially to meet the requirements of the Indian climate, an advantage presented by no other House in India.

CRICKET KIT.

BALLS.

	Cash.	
Superior Treble-seamed Balls ....each	4	0
Do. Double do. for Club use ,,	3	4

BATS.

All Cane ....each	10	8
Treble do. ,,	10	0
Double do. ,,	9	0
Single do. ,,	7	8
Double Whalebone ,,	9	0
Single Do. ,,	9	8
Match, best selected ,,	7	0
Do. do. for practice ,,	5	8
Presentation with silver plate ,,	16	0

GLOVES.

Best Batting Gloves, Improved Vulcanized Tubular India Rubber...per pair	5	0
Gauntlets, Extra Quality, for Wicket keeping, superior ventilated......per pair	6	0

LEG GUARDS.

Guards, White Buck Skin	7	0
Do. Chamois Skin	6	0

STUMPS, &c.

Stumps, with brass ferrules	6	0
Do. with do. do. and iron points.	7	0
Do. Plain Ash	5	0
Nets for Long Stopping, 6 yards long by 2 high, with plainted poles, strong ropes, with ferrules, &c. ....each	14	0
Measures, Metallic in solid leather cases, from 22 yards upwards, from	6	8
Spikes, Steel and Brass, of superior quality per dozen	1	0
Scoring Books, for 12, 25, and 50 Matches, from	2	8
Scoring Sheets ....per dozen	3	0
Lillywhite's Guide, latest Edition	0	12

LAWN TENNIS KIT.

Complete Sets, in cases ....Rs. 70-0 to	85	0
Lawn Tennis Bats, best Ash-handled gut strings ....each	8	0

RACKET KIT.

By Jefferies and Malins.

	Cash. Rs.	a.
Racket Bats, of best quality	10	0
Do. do. Cane Handled	12	8
Do. Balls ....per dozen	1	8
Do. Gut Strings ....per set	3	8
Fives Balls ....per dozen	3	8
Racket Shoes, best quality	10	0
Do. Presses.. ....Rs. 6 0 to	9	0

BADMINTON KIT.

Complete Sets, in cases from Rs. 35 0 to	80	0
Badminton Bats, best Ash-handled gut strings ....each	7	0
Do. Shuttlecocks, per doz. Rs. 3 0 to	6	0
Do. do. with India Rubber bottom ..... each	1	4
Do. India Rubber Balls...per dozen Rs. 3 to	5	0

FENCING KIT, &c.

Foils, best Steel	6	8
Lunging Pads, best	8	0
Jackets.	12	0
Single Sticks ....per pair	1	0
Basket Hand Guards ,,	1	4
Buffalo do. do. ,,	4	8
Boxing Gloves—White Buckskin and Chamois Skin ....per set of 4	8	0
Dumb Bells, Iron, covered with wash leather 10 to 20 lbs. per pair from 3-12 to	7	8

FOOTBALLS.

Vulcanized India Rubber Balls covered with best Leather, No. 4	6	0
Do. do. No. 5	6	8
Do. do No. 6	7	8

Extra India Rubber Balls always in stock.

No. 4, Rs. 2; No. 5, Rs. 2 8; No. 6	0	14

QUOITS.

Best Polished Steel Quoits and Pins ....per lb.	1	0
Do. do. Brass do. ... ,,	1	8
Do. Galvanized Iron do. ... ,,	1	0

Weights 4, 4½, 5, 5½, 6, and 6½, lbs. per pair.

The Galvanized-iron Quoits are particularly adapted for the Indian Climate, being less affected than others by extremes of moisture and dryness.

TREACHER & COMPANY, Ld.,

BOMBAY, BYCULLA, & POONA.

MEIFFRE NEVEU & CIE.,

6, HUMMUM STREET.

FOR THE RACES.

FRESH ASSORTMENT JUST OPENED.

GENTLEMEN'S AND LADIES' ONE AND TWO BUTTON GLOVES.

LADIES' THREE AND FOUR BUTTON GLOVES.

FANCY BOXES.

WORK BASKETS.

LADIES' TIES IN ALL THE FASHIONABLE COLOURS.

PARASOLS.

&c., &c., &c.

FAVRE, LEUBA & CO.,

WATCH-MAKERS AND JEWELLERS,

NO. 23, RAMPART ROW.

BEG to call the attention of the Public to the following "SPECIAL WATCHES," which they can strongly recommend, and of which they receive "FRESH SUPPLIES" monthly.

THE 50 RS.CH, AWT

in crystal case, half hunting and hunting cases.

Messrs. F., L. & Co. have received a "GOLD MEDAL" for the excellence of the Watch at the Broach Exhibition, and numerous recommendations from purchasers of the same (which can be forwarded if required). Two years' guarantee given.

P.S.—Messrs. F., L. & Co. will be glad to engrave any purchaser's initials on the Watch, if required, gratis.

THE 40 RS. RAILWAY WATCH,

a crystal face Patent Lever Watch, in strong brass case, large figures and hands. Specially recommended for rough usage or a district life. Two years' guarantee given.

THE 25 RS. SILVER WATCH,

a very good common crystal face Watch, which, though cheap, is a really serviceable one, and can be guaranteed to give satisfaction. One year's guarantee given.

SPECIAL NOTICE.—Among their very great variety of Clocks and Time-pieces, Messrs. F., L.& Co. can greatly recommend their

"85 RS. PALANQUIN TIME-PIECE" WITH ALARUM,

AND

A ROUND BRASS TIME-PIECE, Rs. 40.

FAVRE, LEUBA & CO.,
WATCH-MAKERS & JEWELLERS.

NEW PHOTOGRAPHIC STUDIO.

P. VUCCINO & Co., PHOTOGRAPHIC ARTISTS, 15, Meadow Street, Bombay, are prepared to execute PORTRAITS in Carte de Visite, Cabinet and other Sizes.

OPEN DAILY FROM 9 A. M. TO 5 P. M.

Inspection of the Portraits taken by them in Bombay is respectfully solicited.

GREAT REDUCTION OF RATES.

THE SINGER MANUFACTURING CO.'S

WORLD RENOWNED LOCK-STITCH SEWING MACHINES RECEIVED PER S.S. ZANTE.

PORTABLE CASE HAND MACHINES, very convenient for travelling.
NEW FAMILY MACHINES, by hand and foot both.
MEDIUM MACHINES for Tailors and Outfitters.
HALF and FULL CABINET CASES, richly inlaid.
No. 2 MACHINES, Wheel or Drop Feed. } For Boot and Shoe-making, Tailoring and all Manufacturing purposes.
,, ,, with Roll Presser.
,, ,, with combination Presser.
,, ,, "Wax Thread" (for heavy Leather and Waterproof Work.)

PRICE LISTS SENT FREE ON APPLICATION.

BOMBAY:—6, ELPHINSTONE CIRCLE.
CALCUTTA:—2, LAZARUS & Co., DALHOUSIE SQUARE.

☞ Refer *Bombay Gazette* of 3rd November 1876.

CUTLER, PALMER & CO.'S

QUOTATIONS INCLUDING DUTY AND TOWN DUES FOR
COGNACS OF
MESSRS. BISQUIT, DUBOUCHE & CO.'S
SHIPPING,
Who stand third on the List of Brandy Exporters.

CASH. Rs.	A.			CREDIT. R.	A.
24	4	*	ONE STAR, in great demand	25	0
25	4	*	ONE STAR, Glass-stoppered Barrel Bottles	26	0
31	12	*	ONE STAR, Crystal Barrell 2 Gall = 1 dozen, with Bronze stand and plated tap complete	33	0
25	12	*	ONE STAR, Flasks, per case of 2 dozens	26	8
27	8	*	ONE STAR, Half-Flasks, per case of 4 dozens	28	8
27	8	**	TWO STARS	28	8
30	8	***	THREE STARS, superior	31	8
40	12	****	FOUR STARS, extra superior, recommended	42	8

An order for 3 cases accompanied by Cash will carry a further Discount of 5 per cent. off Bond Prices, *i.e.*, after deducting Duty and Town Dues at Rs. 8-8 per case.

WACHTER & CO.'S CHAMPAGNE,
(PRINCE OF WALES' BRAND.)

CASH. Qts. Rs.	A.	Pints. Rs.	A.		CREDIT. Qts. R.	A.	Pints. Rs.	A.
47	8	51	4	Wachter & Co.'s Champagne as supplied on board the Serapis and to the Royal House. *Vide* letters from St. James's Palace, per case of one dozen Quarts or two dozen Pints	49	8	53	8
		30	4	Do. do. Hamper of 24 Half-Pints ...			31	12

ORDERS UNACCOMPANIED BY CASH WILL BE TREATED AT CREDIT RATES.

Messes, Clubs, Co-Operative Societies and Traders will be liberally treated.

WE ASK THEIR SUPPORT.

N. B.—Forwarding charges we add to the above rates. We guarantee each case to contain its FULL complement of bottles when despatched, and agree to take back or exchange any Wine that may not be approved of ON ARRIVAL BUT NOT AFTERWARDS.

☞ *Mofussil Constituents are requested, before taking delivery of their Goods, to see that the weight agrees with the Railway receipt.*

LOCAL AGENTS.

Mr. JAMES PEARSE, 22, Apollo Street, Fort.
Mr. EDULJEE PALLONJEE, Borah Bazaar Street, and Mr. JAMSETJEE NOWROJEE, Poydoni.

Bombay, January 1877.

ENGLISH GOODS.

VIA SUEZ CANAL AT LOWEST EXPORT PRICES.
SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN,
INDIA, COLONIAL, AND FOREIGN OUTFITTERS,
ESTABLISHED 1843.

D. NICHOLSON & CO.

Invite attention to their Illustrated 220-page Catalogue, sent (with patterns) post free.

Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c. Contractors for Military and Police Clothing and Accoutrements. Furniture, Musical Instruments, Ironmongery, Fire Arms, Cutlery, Carriages, Saddlery and Harness, Boots and Shoes, Wines and Spirits, Ales and Beers, Preserved Provisions, Stationery, Perfumery, Books, Toys, &c., &c. Foreign Produce disposed of for a Commission of 2½ per Cent.

Terms—Not less than 25 per cent. to accompany orders and balances will be drawn for at 60 days [illegible]

Parcels not exceeding fifty pounds in weight and 2 feet by 1 foot by 1 foot in size, and £20 in [illegible] conveyed from London to any Post Town in India and Ceylon at a uniform charge of 1s. per lb.

Special advantages to Hotel Keepers and Regimental Messes.

D. NICHOLSON & CO.,
50 TO 53, ST. PAUL'S CHURCHYARD, AND
66, PATERNOSTER ROW, LONDON.

Price Lists can be had of Messrs. WHEATLEY, MADDEN & Co., Bombay, and at the Office of the *Englishman* Newspaper, Calcutta.

MILLINERY ESTABLISHMENT.

MRS. LAKE,

MILLINER, DRESS MAKER, SILK-MERCER, LADIES' OUTFITTER, &c.

HAS JUST RECEIVED a splendid assortment of "New Goods" for the Season, a few of which are mentioned below.

Paris Bonnets.
Paris Hats, Trimmed.
Rink Hats.
Gainsborough Hats.
Feathers and Flowers, in great variety.
Rich Silks, Satins, Gauzes.
Parasols and Fans.
The new Rink Collar and Cuffs.
Rich Lace Pocket Handkerchiefs.
Ball Dresses in every material and newest Colours.
The New Lace Fischu.
Infants' Hoods and Cloaks.
Fancy Solitaires and Sleeve Links for Ladies.
Fancy Velvet side Pockets.
Fancy Neck Ties.

SUPERIOR KID GLOVES FOR LADIES—2, 3 AND 4 BUTTONED.
SUPERIOR KID GLOVES FOR GENTLEMEN.

UXBRIDGE HOUSE,
No. 7, CHURCH GATE STREET, BOMBAY.

POLO JERSEYS, POLO JERSEYS.

BADHAM AND COMPANY

HAVE just Landed a large supply of the above in all sizes:—

WHITE .. .. }
LIGHT BLUE .. .. }
BLUE and WHITE STRIPED .. .. .. } Rs. 6-8 Each.
SCARLET .. .. }
SCARLET and WHITE STRIPED .. .. }

LESS TEN PER CENT. PROMPT CASH.

BADHAM AND COMPANY,

RAMPART ROW, BOMBAY.

SPECIAL ANNOUNCEMENT

TO THE RESIDENTS ON THE NORTH-EASTERN LINES, G. I. P. R.

KHURSEDJI DOSSABHAI,

GENERAL MERCHANT AND COMMISSION AGENT,
CAMP DEOLALEE,
ESTABLISHED IN 1868,

IS now in receipt of his NEW STOCK for the TROOPING SEASON of 1876-77, and a large assortment of Stationery, Books, Office Requisites, Travelling Requisites, Smokers' Requisites, Toilet Requisites, Ammunition and Sporting Requisites, Hosiery, Drapery, Toys, &c., &c.

A very Select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

Wines and Spirits contain choicest Brands, in Clarets, Champagnes, Hocks, Moselles, Sherries and Ports, Spirits and Liqueurs of every description, Ales and Stouts.

Besides, a complete assortment of Oilmanstores, too numerous to detail, for which he solicits every order.

N.B.—Mr. C. D. has much pleasure to announce that he has now supplied a long and much felt want to the Ladies and Gentlemen of Camp Deolalee, Nasik, and Igutpuri by the opening of a Millinery, Tailoring, and Outfitting Establishment to which he begs to solicit their kind patronage.

Just received, a new and varied assortment of Bombay, Scinde and China curiosities.

Singer's Sewing Machines of every description for sale.

JUST PUBLISHED.

REDUCED PRICE LISTS OF PROVISION AND WINES FOR 1877.

COPIES ON APPLICATION.

COMMERCIAL INTELLIGENCE

FRIDAY EVENING, 2ND MARCH.

WE do not hear of any fresh political intelligence to-day, but it is worthy of notice that Consols in London yesterday had advanced from 96¼ to 96⅜, and French Rentes from 106¼ to 106½.

The Liverpool Cotton Market yesterday was again firm, the sales reaching 14,000 bales, of which only 2,000 bales were for speculation and export, showing that the principal buying was on the part of the trade. In spot prices the only change is an advance of 1/16d. in Mid. Orleans, but arrivals are again firmer, Good Broach, with the good clause steamer named, being quoted at 6 3/16d., an improvement of 1/16d. per lb. Piece Goods in Manchester are reported as showing a slightly improved tendency, and this, coupled with short receipts at the American ports yesterday, may be expected to lend an additional strengthening influence to the market.

Yesterday's advices from New York give an advance of ⅛ cent. per lb. both in ready Cotton and Futures, Mid. Uplands on the spot being quoted at 12⅛ cents., May shipment at 12 13/16 cents. per lb. The receipts of Cotton at the U. S ports to date show the following comparisons :—

	1877. This week.	Last week.	1876.	1875.
Thursday's Receipts ...	6,000		13,000	10,000
Six days' do. ...	58,000	60,000	73,000	64, 00
Total since 1st Sept.	3,552,000	...	3,475,000	2,967,000

The London General Produce Markets still remain unaltered. The weekly quotations for Metals mark an advance of £1 per ton in Tile Copper, a decline of £1 per ton in Copper Braziers, a decline of ⅛d. per lb. in Yellow Metal, and an advance of 5s. per ton in Silesian Spelter.

Enfaced Rupee Paper in London is quoted ¼ lower in Fours and Fours and a half, but Fives-and-a-half are unaltered. Bar Silver is still given by Reuter at 56½d. per oz., but as remarked yesterday 56d. firm is the tenor of private messages.

The Bank of England return for the week ending on Wednesday shows an increase in the Reserve of Notes of £200,000 and in Bullion of £200,000, but Bills Discounted are larger by £1,500,000. Owing to this the proportion of the Reserve to Liabilities has declined from 48⅛ to 46⅜ per cent., but the adverse movement may be regarded as temporary, the large increase in discounts being probably due to the usual renewals in anticipation of the 3rd of the month. A further withdrawal from the Bank of England of £200,000 for Germany has taken place since the return, but the rate of discount on 6 months' Bank Bills in the open market is still only ½ per cent. above the Bank rate which does not look like anticipations of dearer money in the immediate future.

STERLING EXCHANGE to-day has been quiet but steady with no quotable change in rates. There have been fewer Private Bills offering than yesterday, but the demand for Bank Paper has also been limited. Transactions have been comparatively small and it is evident that we are yet some time off anything like active business. We quote :—

Bank Bills, on demand	1s. 9⅝d.	per Rupee.
Do. 6 months' sight ..	1s. 9 15/16d.	"
Credits, 3 " " ...	1s. 9 15-16d.	"
Documents 3 " " ...	1s. 9 15-16d to 1s. 10d.	"

On Calcutta we do not hear of any business of importance. We quote demand drafts ⅛ to 5/16 per cent. premium, 60 days' sight 1 per cent. discount.

GOVERNMENT PAPER is quiet, transactions being confined to small purchases by private investors. We call Fours, Rs. 98⅛; Fours-and-half, Rs. 98⅜; Fives-and-a-half, Rs. 101⅛.

The SHARE MARKET re-opened to-day with a very quiet feeling and in most instances values are lower. Bank shares perhaps form the exception, Bank of Bombay being unchanged, while Nationals are Rs. 3 higher. Colaba Land Co.'s shares are Rs. 15 lower. Press Companies are out of favour and it is difficult to give exact quotations. We quote nominally a decline of Rs. 100 in Akbar Press, Rs 25 in Carwar Co., Rs. 15 in Bellary, Rs. 10 in East India and Rs. 10 in Volkart United. Spinning and Weaving Companies are less active than before the holidays. A fall of Rs. 5 per share is quoted in Bombay United, Bombay Hemp and Jute, and Khutao Mucconjee, Rs. 10 in Alliance, and Rs. 20 per share in the Nicol Manufacturing Co.

COTTON today, owing to the stronger accounts from Liverpool, has shown increased firmness at an advance of Rs. 2 per candy. An active enquiry has prevailed for all descriptions both ready and forward, but the prices asked by sellers have tended to restrict business. The receipts for the week ending today, total 45,100 bales against 29,530 last year, 59,103 in 1875 and 47,666 bales in 1874. The coming week, however, is likely to be small as arrivals into the up-country markets are still most limited. The following are today's quotations :—

Best Broach	ready	Rs.	208	per candy f.p.
" Akote	"	"	198	"
Good Omra	"	"	197	"
F. G. F "	"	"	195	"
G. F. "	"	"	192	"
Good Dhollera	April	"	198	"
F G. F. "	"	"	195	"
G. F. "	"	"	192	"

FREIGHTS are quiet at slightly easier rates. By ready steamers for Liverpool the current quotation is £2-2-6, but shippers decline to pay that price forward. By sail to Liverpool engagements for April shipment have been made today at £2 per ton. For Trieste and Venice by steam we quote £2 5 and for Genoa £2-10 per ton payable here.

In PIECE GOODS business has been resumed today with a somewhat better enquiry. Prices are unaltered, but the demand is very general in character and there is every appearance of more activity prevailing, especially if the home advices continue strong.

COALS are steady at previous low prices. Davison's West Hartley is saleable at Rs. 16½, and part cargoes of Cardiff Have been sold at Rs. 15½ per ton alongside.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the Week ending 24th February, 1877.

Open 1,268½ Miles.

	Rs.	a	p.
Coaching	1,28,802	12	0
Merchandise............	6,37,830	0	0
Telegraph	937	0	0
Municipal Trains	410	0	0
Total Rs......	7,67,979	12	0
Corresponding week last year open 1,268½ Miles .... Total Rs......	5,47,293	5	4
Increase	2,20,686	6	8

SHIPPING INTELLIGENCE.

THE s. s. BRAZILIAN, 885 tons, Captain J. Bruce, sailed yesterday for Kurrachee, in ballast.

THE s. s. OORUN 162 tons, Captain G. J. Baker, sailed yesterday for Coast and Kurrachee, with a general cargo, and one hundred deck passengers.

THE B. I. S. N. Co's s.s. CALCUTTA, 548 tons, Captain T. P. Nailer, sailed yesterday for Persian Gulf via Kurrachee, with a general cargo and thirty deck passengers.

THE BARQUE ESPIEGLE, 404 tons, Captain T. Rundle arrived in harbour yesterday from Newcastle (December 1st), with a cargo of 595 tons coals. The vessel is consigned to the Captain.

THE BARQUE IRONUS, 851 tons, Captain A. W. Smart, arrived in harbour yesterday from Liverpool (September 26th), with a cargo of 1,275 tons coals. The vessel is consigned to the Captain.

THE SHIP KERSONESE, 1,711 tons, Captain Chapman, arrived in harbour yesterday from Liverpool (November 13), with a cargo of 1,943 tons coals. The vessel is consigned to Sir Charles Forbes and Co.

THE BARQUE FLUELLIN, 489 tons, Captain R. Livingstone, arrived in harbour yesterday from Sutherland (October 30th), with a cargo of 751 tons coals. The vessel is consigned to the Captain.

THE SHIP CENTENNIAL, 1,284 tons, Captain J. M Bearse, which arrived in harbour on the 1st instant from Calcutta (January 5th) via Madras, brought 6,122 bags rice, and 378 packages gunnies. The vessel is consigned to Mr. Esmailbhoy Ebram.

OFFICAL REPORT ON THE LOSS OF THE TEVITODALE.

THE Teviotdale was an iron ship of 1,260 tons register, built at Glasgow in 1869, under special survey, and owned by Messrs. J. & A. Roxburgh of Glasgow, and was commanded by Mr Robert Jones, who holds a certificate of competency as master. She left Dundee on July the 27th 1876, with a crew of 26 hands including the master, laden with a cargo consisting of 1,790 tons of coals bound for Bombay direct. The Teviotdale was only six years and four months old, and when she left the Tay on her intended voyage, was tight, staunch, well equipped and manned, and in every way a first class ship. Nothing of importance happened from the date of her sailing until 5 A. M. on the morning of the 31st October, when the cook saw and called the attention of the man on the look out to the fact that smoke was issuing through the fore hatchway from the forehold. He also immediately reported the same to the chief mate, who was in charge of the watch. The captain was then called, who was soon at his post directing the necessary work, for shifting the cargo from the forehold into the fore-peak. All hands were employed during the whole day in using their best endeavours in trying to get at the seat of the fire, and pumping water on the cargo; and only ceased at 7 P. M., when driven out of the hold by the strong smell of gas and suffocating smoke. The hatches were then put on and all the other openings leading into the hold covered over, and secured with the hope of smothering the fire. The regular watch was then set. At 4 A. M. the following morning the hatches and the covers on the different openings were blown off with a loud explosion, and a dense volume of smoke and flames issued from the hatchways, and smoke from the main mast head, (the lower masts were made of iron). All hands were again set to work pumping water on the burning cargo through the hatchway and a scuttle which had been cut in the decks, and getting the boats out which as soon as they were provisioned and watered, were passed astern. The vessel was finally abandoned at 9 A. M., on the 1st November, but the boats remained towing astern until the whole of the masts fell overboard, and the ship was in flames fore and aft. A course was then steered for Diego Garcia, where they all arrived safely on the forenoon of the 4th, three days after the abandonment of the vessel without incurring any further risks.

The cook in his evidence states that he thought he smelt gas for a fortnight previous to the casualty. He mentioned this to several of the men a day or two before smoke was seen issuing from the forehold. He also stated, that the smell was similar to that which he experienced previous to being burnt out of the ship St. Mungo which was burnt in the Indian Ocean about 3 years ago, but as he did not mention this to the master or any of the officers, and as the crew had been working in the hold for several days previous, scraping and painting the fore and after peaks, and none of them was sensible of the presence of gas, it is probable that the cook's first alarm was the result of a nervous temperament.

The Board are therefore of opinion that the abandonment of the Teviotdale was justifiable, and that the master, officers and crew only adopted this measure, when all chance of saving the property entrusted to their charge had failed, and that no blame whatsoever is attached to them.

The Board have now the pleasing duty of bringing to the notice of the Board of Trade the considerate and humane conduct of Captain Christensen of the Schooner Barso which, they trust, will be recognized, who although his vessel was deeply laden, and had in addition to her crew a full complement of passengers for this Port from Diego Garcia, readily took on board his vessel this large number, twenty six persons, especially when it is borne in mind that the Barso is only a small schooner of 96 tons register. Captain Christensen who is part owner of the Barso was offered payment for their transport and provisions, but he declined receiving any remuneration. Had he refused to receive them on board, it would have entailed the chartering of a vessel specially for the purpose at a cost of at least £300.

The Board also beg to notice that this is the second time within the last four months, that crews of abandoned British ships have landed at Diego Garcia, and on each occasion they have been kept for a length of time, and hospitably treated by Messrs. Duverge, Desjardins and Spuis, proprietor and managers of the establishment.

JOHN MORGAN,
Harbour Master and President of the Board.
GEORGE W. DAVIDSON,
Of Ireland, Fraser & Co., Agent for Lloyds.
JOHN P. ELLIS,
Marine Surveyor.
JOHN COWIN,
Marine Surveyor.

ARRIVALS.

Mar.	Vessels.	Commanders	From.
2	Kersonese	Chapman	Liverpool, Nov 13.
	Ironus	Smart	Liverpool, Sept 26.
	Fluellin.........	Livingstone	Sutherland, Oct 30.
	Espiegle	Rundle	Newcastle, Dec 1.

DEPARTURES.

Mar.	Vessels.	Commander	Destination.
2	Calcutta (s)	Nailer	P Gulf via Kurrachee.
	Brazilian(s).........	Bruce	Kurrachee.
	Oorun (s)	Baker......	Coast and Cutch.

The following vessels were entered out for loading yesterday:—
Steamer Akola, to K. Coast and Kurrachee.
Steamer City of Baltimore, to Liverpool.
Steamer Blenheim to Liverpool.
Ship Mennock, to United Kingdom or Continent.
Ship Dunalister, to United Kingdom or Continent.

CALCUTTA.

ARRIVALS.

Feb.			
26	C. of Manchester(s)	Burns	Liverpool, Jan 23.
	Ethiopia (s)	Atkinson	Colombo, Feb 7.
	Maggie	Inness	Cape Town, Dec 30.

DEPARTURES.

Feb.			
26	Darien (s)	....	....
	T[illegible]mah (s)	....	....
	Loch	....	....

PASSENGERS.

Per City of Manchester—Miss Blair, Mr Miller, and Mr Davidson.

VESSELS SPOKEN.

By City of Manchester—Barque Helen of Beaumaris.
By Ethiopia—Ship Star of Germany 70 miles S S W of B C Light Vessel.

MADRAS.

ARRIVALS.

Feb.		
27	Agusten	Saigon.
	Premier	Tyne.
28	Blairgowrie	Calcutta.
	John Chapman (s)	Cothapatam.
	Asia (s)	Rangoon and S. Ports.

DEPARTURES.

Feb.		
27	Thames (s)	Calcutta.
	Hero	Akyab.
	Poonah (s)	Calcutta.
	Mikado (s)	London.
28	Isurium	False Point.
	Lugar	London via Gopaulpore

PASSENGERS ARRIVED

Per P and O S Poonah From Southampton to Madras,—Mrs Breary, child and infant, Capt and Mrs Thomas, Mr E Liddell, Col Pabbington and Mr J Figgit. From Southampton to Calcutta—Lieut-Col Playfair, Mr Livermore, Mrs Melville and European servant, Mr R Williams, Mr Law. Mrs Rowett's ayah, Mr and Mrs Samuels and two children, Mr G Semuels, Mr W White, and Mrs Wood's ayah. From Venice to Calcutta—Mr and Mrs Wright, and Mr Flemington. From Aden to Calcutta—Mr R Griffith, one European and one native servant. From Galle to Calcutta—Mr and Miss Cargill, Mr Gowenlock, Mr C A Parker, the Bishop of Colombo, Mr and Mrs Sheriff, Mr W LeMesurier, and Mr H S Jeffrey.

DAILY IMPORTS.—MARCH 2.

FROM LIVERPOOL.

Sicily s—100 bundles and 2 726 bars iron, Tezpall Gopajee.

FROM LONDON.

Pekin s—25 hogsheads beer, and 6 cases L. stones, Penn. Ashley and Co; 32 bundles copper bolts, Shamjee Moorarjee; 31 packages table salt, Goolamally Jeewanjee.
Strathleven s—17 cases hardware, Adomjee Peerbhoy.

FROM GLASGOW.

Sicily s—2 cases varnish and 10 packages white lead, Bhicoo Saaba and Co.

DAILY EXPORTS.—MARCH 2.

FOR LIVERPOOL.

Apelles—100 bales cotton, Campbell, Mitchell and Co.
County of Caithness—200 bales cotton, Peel, Cassel and Co; 105 bales cotton, Vardhman Poonsey and Co; 100 bales cotton, Ritchie, Steuart and Co.
South Thanes—8 bales hides, Joseph Soares; 100 bales cotton, Dewjee Bhanjee and Co; 100 bales cotton, Wallace and Co; 100 bales cotton, Dewjee Canjee; 125 bales cotton, Goculdas Callianjee; 6 bales wool Jaitha Purshotum; 77 bales wool, Khetsee as Hurm okroy.
Strathleven s—160 bales cotton Vurdhman Poonsee and Co; 125 bales cotton, Stearns, Hobart and Co; 100 bales cotton, Killick, Nixon and Co; 16 bales cotton, Pelly and Co; 5 bales wool, Goculdass Toolseedass.
Sicily s—160 cwts coir yarn, Khetsee Dhurumsee; 500 cwts myrabollams, 54 bales cotton, Wallace and Co; 100 bales cotton, H Clason and Co; 100 bales cotton, Forbes and Co; 75 bales cotton, Hunsraz Lalljee; 65 bales cotton, Nuthoo Soonderjee, 10 bales cotton, W and A Graham and Co.
City of Baltimore s—150 bales cotton, J C Bushby and Co; 600 bales cotton, W and A Graham and Co.

FOR LONDON.

Bewick s—55 bales hemp and 13 bundles deer horns, Churundass Chotoorbhooz; 35 cwts myrabollams, Dayal Dharsee; 10 cwts colomboroot, Cassidass Khooshaldass.
Pekin s—351 bags myrabollams, Jaitha Pursotum; 2 cases fishmaws, Ahomedbhoy Rowjee; 12 cwts deer horns, 15 cwts B horns, 1 case peacock feathers and 2 bales hides, Dhurumsey Velljee; 3 cases skins, Abdoola Meraally.

FOR CONTINENT.

Dunalistair—240 cwts bones, Rujubally Allyruza.

FOR HAVRE.

Prince Regent—100 bales cotton, Jules. Siegfried and Co.
Autocrat s—55 bales cotton, Wagjee Veerjee; 409 bales cotton, Gaddum and Co.

FOR VENICE.

Venetia s—100 bales cotton, Volkart Brothers; 150 bales cotton, Gaddum and Co; 100 bales cotton, Lyon and Co.

FOR TRIESTE.

Venetia s—150 bales cotton, Gaddum and Co; 150 bales cotton Finlay, Scott and Co.

FOR MARSEILLES.

Venetia s—12 cases shawls, W. Nicol and Co.

FOR SUEZ.

Venetia s—5 cases silk, Aga Syed Mirja.

FOR HONGKONG.

Khiva s—1,200 baskets onions, Shaik Mamood Ebram; 15 cases sharkfins, Jairazbhoy Peerbhoy; 4 cases sharkfins, and 4 case fish maws, Rahimbhoy Alladinbhoy; 445 bales cotton, Chagla Dattoo, 290 bales cotton, Curimbhoy Ebram; 122 bales cotton, Nursee Kessowjee and Co; 59 bales cotton, Goolamhoosen Janmahomed; 5 bales twist, Cursetjee Bomanjee and Co; 33 bales twist, Hajee Abdoola Noor Mohomed; 4 bundles E teeth, M. C. Ebram; 2 bundles gendahorns, Curimbhoy Ebram; 5 cases peacock feathers, Ebram Noordin and Co; 8 chests opium, Cursetjee Ramanjee and Co; 20 bales twist, Hajee Janmahomed Abdool Khaluk; 38 bales twist, Curimbhoy Ebram 50 bales twist, David Sassoon and Co; 2 cwts E teeth, Goolamhoosein Janmahomed; 50 chests opium, E D Sassoon; 40 chests opium, Jairazbhoy Peerbhoy; 18 chests opium, David Sassoon and Co; 17 bales twist, Ahmedbhoy Habibbhoy; 5 bales twist, Goola Hooseen Janmahomed; 14½ chests opium, Jairazbhoy Perbhoy 6½ cwts E teeth, EJJ Arbham;

FOR SHANGHAI.

Khiva s—2½ chests opium, Guneslall Sobhagmul: 30½ chest, opium, Cursetjee Bomonjee and Co.

HIGH COURT.—3RD MARCH.

(Before the Honourable the CHIEF JUSTICE and the Honourable SIR CHARLES SARGENT.)

Appeals for hearing and final disposal.

586-74—Hearn and Cleveland—The G I P Railway Co vs H H Nawab Sha Jehan Begum of Bhopal—Jefferson and Payne—Part heard.

In the matter of the petition of Vullubhoy Gopaldass and others, insolvents—In person—Vullubhoy Gopaldass and others vs. Messrs Knoop and Co and others.

1109-68—J C Cama—Cursetjee Nusserwanjee Cama and others vs Goolbai—Ardesir and Hormusjee.

(Before the Honourable MR. JUSTICE BAYLEY.)

LONG CAUSE.

423-76—M H Khan—Meman Hajee Adam Hajee Esmail vs Soodra Nathaand others—Janardhan and Gaandhibhoy

(Before the Honourable MR. JUSTICE GREEN.)

Testamentary and Intestate Jurisdiction.

FOR JUDGMENT.

In the matter of the last will and testament of Bomonjee Burjorjee, deceased—Ardaser and Hormusjee—Maneckbai applicant vs Hormusjee Bomonjee Sheriff—Janardhan and Gandhibhoy.

565-75—R H and Langley—Dhunjeebhoy Bomonjee G vs Navazbai—Prescot and Winter

LONG CAUSES

84-76—Shamrao P—Hurrishunker Balcrushna and another vs Crustnarao Ragoonath and others—Crawford and Bowery and Jefferson and Payne.—Part heard.

289-76—In person a pauper—Dinbai and Ruttonbai vs Cursetjee Hormusjee B and others—Prescot and Winter.

487-76—Mr Chalk—Morarji Gokerdass and others vs Jeitha Shamrulli and another—Balkrishna and hugwan ass.

496-76—In person—Cannoo Emjee Nakwa and others vs Khoja Datoobhoy Ebraim—Khundeso M rojee.

474-76—Mr Pikpsey—Gobindass Motiram and others vs Bai Jeevibai and others—Tyabjee and Sayani.

256-76—Mr J Macfarlane—Manockiall A maram vs Dwarkadass Dayabhoy—Pestonjee K and Tyabjee and Sayani.

MILITARY INTELLIGENCE.

ARRIVALS.—MARCH 1.

Bald, Capt. Madras 44th Regt, on leave.
Clarke, Surg Major, Bengal 5th Cavalry, on leave, from Lucknow.

DEPARTURES.—FEBRUARY 27.

White, Capt, Bengal 40th Regt, on duty, to Dum Dum.

MARCH 2.

Parker, Lieut Col. Bengal 92nd Highlanders, to join, to Setapore
Stoughton Lieut Madras 14th Hussars, to join, to Bangalore.
Clarkson, Capt. Bengal 9th Regt, to join to Gwalior.
Wright, Lieut, Bengal 92nd Highlanders, to join, to Setapore.
Heskett, Capt., Madras 8th Regt N I, on Medl Cert, to Neilgherry Hill.
Dashwood, Major, Bombay 2-15th Regt, on duty, to Baroda.

MADRAS GOVERNMENT ORDERS.

(Fort St. George Gazette February 27.)

JUDICIAL DEPARTMENT.

Mr G A Parker, Actg Judge of the Small Cause Court Cuddalore, furlough to Europe for two years on medical certificate, under Sec 12 of the Civil Leave Code.

Surgn Maj Alexander Gamack, A M and M D, Zillah Surgn and Supt of Jail, Madura, to act as Civil Surgn, Cochin, during the absence of Surgn Maj Doyle on leave or until further orders.

Surgn Thomas James Hackett Wilkins, Actg Zillah Surgn and Supt of Jail, Chittoor, to act as Zillah Surgn and Supt of the Jail, Madura, during the employment of Dr Gamack on other duty or until further orders.

Mr E C G Thomas, Dist and Sessions Judge of Vizagapatam, delivered over charge of the Court to the Sheristadar on the 16th inst.

Mr L C Probyn, B C S, assumed charge of the offices of Acctt Genl, Madras, and Comsr of the Dept of Issue of Paper Currency from Mr W Donald in the afternoon of the 26th inst.

ECCLESIASTICAL DEPARTMENT.

Mr W S Foster Collr, Godavery Dist, to be Lay Trustee of the Church of Cocanada, vice Mr Hope.

Mr H R Grimes, Supt Central Jail, to be Lay Trustee of the Church at Coimbatore, vice Lt-Col Davies.

His Grace the Govr in Council is pleased to grant the Right Rev the Lord Bishop of the Diocese leave to proceed to Calcutta on duty, for the purpose of assisting in the consecration of the Rev Drs Caldwell and Sargent, and direct the Venerable the Archdeacon to take charge of the Diocese during his Lordship's absence.

REVENUE DEPARTMENT

The Hon R A Dalyell, Second Member of the Board of Revenue, furlough for eight months on very urgent private affairs.

Mr G T Mackenzie, Actg Head Asst to the Collr and Mag of Coimbatore, privilege leave for one month and twenty six days on medical certificate, under Sec 32 of the Civil Leave Code.

B Raja Rao, Sub Collr's Sheristadar, to be a temporary Depy Collr and Mag, General Duties Godavari Dist, under G O, 12th Jan 1877, No 105.

B Temprumal Setti, Sub-Div Sheristadar, Cuddapah, to be a temporary Depy Collr and Mag in that Dist until further orders.

T Kristna Rao, Actg 2nd class Depy Collr to officiate as general duties Depy Collr and Mag, Tanjore, during the absence of A Srinivasa Rao on leave or until further orders.

Mr H E Stokes assumed charge of the office of Secy to the Board of Revenue in the afternoon of the 21st inst.

Mr C D Maclean assumed charge of the office of Additional Sub-Secy to the Board of Revenue in the forenoon of the 21st inst.

Mr R J Melville, Collr and Mag and Agent to the Govr, Vizagapatam, delivered over charge of the Dist to Mr H St A Goodrich, the Actg Collr, on the afternoon of the 14th inst.

PUBLIC WORKS DEPARTMENT.

Mr J C Larminie, Asst Engr. 1st grade, furlough for two years with the usual subsidiary leave, under Secs 12 and 24 (a) of the Civil Leave Code, from the 1st March or date of relief.

The leave on medical certificate granted to Mr L W Fayrter, Ex Engr, 3rd grade, as notified in the Fort St George Gazette of the 13th Feb 1877, is cancelled.

Col C V Wilkieson, R E, to be Supntdg Engr, 1st grade, with effect from 1st March 1877, vice Col Ford promoted.

Lt Col R A Roberts, R E, to be Supntdg Engr, 2nd grade, with effect from 1st March 1877, vice Lt Col Oakes, retired.

Maj J O Hasted, R E to be Supntdg Engr 3 d grade, with effect from 1st Feb 1877, to complete the establishment.

MILITARY DEPARTMENT.

Lt and Depy Asst Comsy James Butler, of the Adjt Genl's Dept, is transferred to the "Pension Establishment in India," from the 1st March 1877, on the invalid pension of Rupees 140 per mensem.

His Grace the Govr in Council is pleased to make the following appointment in the Ordnance Dept :—

Lt R W O'Grady, R A, to be Asst Supt of Factories, from the date on which Capt Pearse vacates.

The undermentioned officer has reported his return from Europe :—

Surgn Maj G A Burn M A M D, Indian Medl Dept, arrived at Bombay on the 11th Feb 1877.

Capt Q S A Jamieson, S C Wing Officer and Qr Mr 34th Regt Lt Infy, is permitted to proceed to Europe on furlough on private affairs for one year and three days, under Rule IX of the Regulations of 1868 with the necessary subsidiary leave and to embark from Madras or Bombay.

Lts G E Shute and S C N Grant, of the Rl Engrs, are admitted on the Madras Estabt from the 13th Feb 1877, the date of their arrival at Bombay.

The following promotion is made in the Warrant Grades of the P W Dept :—

Serjt Joseph Smith to be Sub-Conductor.

Surgn M E Murphy, M D, in medical charge 4th Regt. N I, is permitted to proceed to Europe on furlough on medical certificate for 20 months, under the Regulations of 1868, with the necessary subsidiary leave, and to embark from Madras or Bombay.

The undermentioned individual is permitted to reside and draw pay at the place specified against his name, pending the decision of the Comsr of Chelsea Hospital as to the amount of his pension :—

No. 1329 Private William Chapman, 1st Battn, 21st Fusiliers (late Madras Regt of Infy) Bangalore.

Surg Maj John Anderson Cox, M D, Indian Medl Dept, is permitted to retire from the service from the 1st March 1877, on a pension of £220 per annum.

Vety Surgn J H Cox, British Vety Dept, 4th (P W O) Lt Cavy is permitted to proceed to Europe on furlough on urgent private affairs for six months, under Rule XI of the Regulations 1868, with the necessary subsidiary leave, and to embark from Bombay or Madras.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

HODGART—February 28th, at Oomrawuttee, the wife of J. Hodgart, of a daughter.

OTHER PRESIDENCIES.

BIRTH.

PICKANY—February 17th, at Chatterpore, Ganjaum, the wife of W. J Pickann, Captain, M S C, of a daughter.

DEATH

BLISS—February 25th, at Tanjore, of Laryngitis, Sarah Jessie, infant daughter of Tom and Sarah Bliss—aged one year.
SNEDDON—February 25th, at Midnapore, at 11.27 P M, of croup, Alexander Sharp Sneddon, beloved and only son of Alexander and Amelia Sneddon, aged 1 year, 2 months and 12 days.

INDO-BRITISH INSTITUTION.

THE ANNUAL MEETING of the INDO-BRITISH INSTITUTION will be held on SATURDAY, 3rd March, at half-past five o'clock P. M. in the Boys' School. THE HON'BLE SIR M. R. WESTROPP, KT, will preside.

BUSINESS.

To receive the Report of the Committee.
To declare the election of Members of Committee for the ensuing year.
To nominate the Auditor.
The proceedings will be followed by a Distribution of Prizes to the children.
Friends and supporters of the Institution are invited to attend.

CHAS. GILDER,
Secretary.

Bombay, 26th February 1877.

MR. E. M. WALTON,
SURGEON DENTIST,
12 RAMPART ROW.

The Bombay Gazette

SATURDAY, MARCH 3, 1877.

TODAY the Bombay Legislative Council will probably read a third time the new Cotton Frauds Bill, the policy of which is notoriously opposed to the sentiments of a majority of members of that Council. Indeed, it is hardly conceivable that any body of educated English gentlemen in any part of the Empire would of their own accord attempt to re-affirm at this time of day the long-abandoned doctrine of the expediency of State interference with trade. The explanation of the anomalous action of our Legislative Council is that some of the members conceive themselves bound by the decision of the Secretary of State, who said he would not repeal the old Cotton Frauds Act but would like to see it made less costly and less stringent. It is a curious illustration of the muddle of constitutional powers in the existing government of India that this decision was procured apparently through the influence of a single member of the very Bombay Cotton Commission which had recommended that the Act should be placed in abeyance. Mr. Ravenscroft had sat on that Commission; but, instead of loyally acquiescing in the verdict of the majority or accepting as final the orders of his own Government issued in pursuance of the Commissioners' Report, he went home to England and continued the agitation for the maintenance of a Department of which he himself had been the first executive chief. Such conduct would be considered highly unconstitutional in a Secretary to any other Government in the world; but our good natured Government takes the interference of Mr. Ravenscroft to upset its arrangements quite as a matter of course, with the ludicrous result that it is compelled to vote in the Legislative Council against its own inclination for a Bill thrust upon it by its Chief Secretary.

No excuse has yet been alleged for the determination of the Secretary of State not to do away with the Cotton Frauds Department. Some people talk as if the ordinary criminal law contained no provisions for the punishment of dealers who cheat their customers by selling them fraudulently adulterated cotton; but whoever may be thus defrauded has his remedy under the Penal Code, and it is quite unnecessary to have a Special Department charged with the duty of detecting such frauds. Again, it is quite incorrect to say that merchants or manufacturers at home have clamoured for protective legislation to secure to them the shipment of pure cotton from Bombay. Liverpool pronounced judgment against the Act; Manchester spoke doubtfully, but the effect of the resolution passed by the Manchester Chamber of Commerce was that the Government and the people of Bombay knew best what laws suited them. A second appeal to Manchester will, we are convinced, provoke an indignant repudiation by the manufacturers of the intention ascribed to them by Indian officials, who say that they wish Indian cotton to be taxed for their benefit. Here, then, we have a Bill which has no *raison d'être* except that it provides places for a number of good fellows, which embarrasses trade under the pretence of protecting it, and which everybody who has anything to do with cotton, from the time it is grown till it is manufactured into cloth, joins in denouncing. Can Lord Salisbury think it consistent with his duty as Secretary of State for India to sanction such a Bill? His Lordship is not likely, we take it, to agree with Colonel Anderson in thinking penal legislation for the protection of the cotton trade can be justified by the inconsistency of the Bombay Chamber of Commerce in asking a few years ago that the ryots might be prohibited from importing Khandeish cotton into Berar. Merchants are but men; and, when collectors and commissioners suggest to them the means of saving themselves a good deal of trouble in the selection of their cotton, it is intelligible that they should be willing to accept such aid, even although they are in principle free-traders. In like manner, we shall not be surprised, if, after the new Bill has become law, some sharp free-trader in the districts takes advantage of its provisions to get a rival's cotton seized and detained as fraudulently adulterated while he ships his own purchases for England. It is because attempts on the part of the State to regulate trade inevitably create such abuses, especially in India where inspectors cannot be trusted to execute the law without fear or favour that the Legislature should let trade alone. The only true moral of Colonel Anderson's little story is that the merchants are really anxious, not as he and his friends seem to think to adulterate cotton, but to get it as pure as possible; and they are quite competent to look after this part of their business themselves, as they have lately had the good sense to tell Colonel Anderson.

The changes made in the Bill since it was brought forward by Mr. Ravenscroft do not affect in any way the principle of State interference with trade, which remains as objectionable as ever. It does not matter whether confiscation or a fine is imposed on the holder of mixed cotton; the effect is the same. The only other conspicuous alteration made in the law is the interpolation of clauses which authorize the Government of Bombay to undertake fresh experiments in the cultivation of cotton. By these clauses the deliberate resolution of the Government of India to put a stop to such costly and useless experiments is deliberately repealed; but what is the use of having a number of separate Governments unless they fight one another?

THE death is announced this morning of Sir Jung Bahadoor, the Prime Minister of the Nepaul State, a man who was known in England, which country he visited in 1850, as well as in India, but with whom an intimate acquaintance by Englishmen was never possible, Sir Jung's policy being to restrain as far as possible the natural curiosity of any of our fellow countrymen who might wish to go beyond the limits of our own territories into those of Nepaul. The last occasion on which Sir Jung's movements became of interest to Englishmen in India was when he entertained the Prince of Wales at the end of February 1876, and introduced him to the sport of tiger-hunting on the largest scale, six hundred elephants assisting in the pursuit. Sir Jung was, however, a stanch friend of the British Government and proved himself to be so in the time of the Mutiny, and for his services on that occasion he was made a Knight Grand Commander of the Star of India. Sir Jung Bahadoor obtained the position of Prime Minister of the Nepaul State by means which were common enough in past times in India, but which he used in a very unsparing manner. We give a short account of his character and career up to this time from the most succinctly available source, Thornton's East India Gazetteer published in 1858, who writes as follows :—

> Jung Bahadoor was the nephew of a man who had the good fortune (if such a term may be properly applied) to attain the office of prime minister of Nepaul. His youth was devoted to gambling, and his expertness in the avocation which he chose, repaired the financial dilapidation occasioned by his wild excesses. On his uncle becoming prime minister, Jung Bahadoor quitted the obscurity of an outpost for the capital, which he regarded as the only field for the development of genius like his own. There he was the subject of many remarkable adventures, and committed sundry acts not recognised as lawful by the moral codes of the western world. Among the latter was the murder of his uncle, which he undertook and perpetrated at the instigation of the queen, who had previously been the minister's patroness. A new ministry was formed, and Jung became Commander-in-Chief. The opportunity of slaughter on a larger scale soon awaited him. The new premier was assassinated, and the queen, with whom he was a prime favourite, demanded vengeance. One of the colleagues of the murdered minister was suspected of being concerned in the crime. Jung proposed to another colleague of the unfortunate premier, that the suspected man should be put to death, and the Government be administered by the sole survivor, he to whom the proposals were made. Hesitation on his part being displayed, Jung determined to place him in confinement till his object was effected, and gave a signal for his seizure. The son of the intended prisoner, apprehensive for the safety of his father, rushed forward to his rescue, but was forthwith cut down; the father sprung to avenge his son's death, but a bullet from the rifle of Jung Bahadoor laid the former by the side of the latter. This was, however, but the prelude to what was to follow. Fourteen hostile chiefs confronted Jung; but he was prepared to deal with them promptly. Backed by a small force, on which he could depend, he levelled his rifle fourteen times in succession and at each discharge, excepting one, brought down his selected victim. The man who escaped his aim was he who had been accused of the murder of his colleague; but his reprieve was short; he reached the door, but there met from a sword the death which he had escaped from Jung's rifle. Massacre now raged throughout the palace; but the bodies of the slain were for Jung the stepping-stones to power. Before the dawn of the succeeding day, Jung Bahadoor was invested with the office of prime minister. His future course was not inconsistent with its commencement. A conspiracy was formed for his destruction; but Jung not only escaped, but seized and beheaded all the adherents of the chief conspirator. The queen was ordered to quit the country with her two sons; the king accompanied them, and the heir-apparent was raised to the throne. A feeble attempt was made by the monarch to regain his crown, but the information and energy of Jung baffled it, and the king was made prisoner. He still remains in captivity but is sometimes, as an indulgence, allowed to occupy a seat on the throne next to his usurping son.

Sir Jung Bahadoor's administration of the affairs of the Nepaul State has been, as far as is known, successful. A few years after he had returned from England his loyalty to the British Government was put to the test in the eventful and trying times of the Mutiny. He, however, proved his sincerity by sending his Nepaulese Ghoorkas, who did good service on several occasions. His triumphant march into Gorukpore on the 6th of January 1858 paved the way for the complete re-establishment of British rule on the south-eastern border of Oudh. He met Sir Colin Campbell near Lucknow shortly after Sir Colin had approached the besieged city. A cordial greeting took place and Sir Jung at once took the position assigned him by Sir Colin for the relief of the garrison in that city, assisting in the capture of the Begum's palace, which after a bombardment of nine hours was carried. After the capture of Lucknow Sir Jung Bahadoor marched with the best of his Nepaulese troops to Allahabad, where he received the thanks of the Governor General for the services he had rendered. At the end of 1858 the troops of the Begum of Oudh, the Nana Sahib and Beni Madhoo were driven into Nepaulese territory, where, by the leave of Jung Bahadoor, they were pursued by our troops and the remnant of them defeated and dispersed; amongst them was the Nana Sahib who escaped the vengeance that was due to him and of whose fate nothing has been since learnt that can be relied upon as correct. For several years after these events which terminated the Mutiny, Sir Jung Bahadoor remained in comparative retirement at Khatmandoo, the capital of Nepaul, and very little was heard of him till he expressed his intention of paying another visit to England. He had started in the early part of 1875 on his journey, and accompanied by his brother, his sons and two or three Nepaulese officers and with Mr. Girdlestone, the Resident at Nepaul, arrived in Bombay on the 25th January 1875. A steamer was engaged to take him to Europe, but on Sunday evening, the 31st of January, on his return from the temple at Mahaluxmee, he fell from his horse in the Nepean Sea Road. He was thrown heavily on his chest and sustained serious injury from which, probably, he never thoroughly recovered. After remaining for some days confined to his house, he finally abandoned his trip to England and left Bombay on his return to Nepaul on the 25th of February. There he recovered his health sufficiently to attend to affairs of State, and little more was heard of him till the Prince of Wales visited Nepaul on the 20th February 1876, and where he met with a splendid reception. Of the death of Sir Jung Bahadoor there is as yet no account, he must have been well advanced in years; all we at present know is that he died in the Terai, a long narrow strip of land separating the territories of Nepaul from the Bengal provinces and from Oudh, the spot which the Prince of Wales visited and where Sir Jung may have gone on a hunting excursion.

THE LATE MR. ANDREW LYON.

WE have received from a friend, who knew him well and esteemed him much, the following particulars of the career of the late Mr. Andrew Lyon, of the Bombay Civil Service, whose untimely death at Suez on his way home was reported by the last mail :—

> Mr. Lyon was educated at the University of Glasgow, where he graduated as Master of Arts. He competed successfully at the examination of 1863 for the Indian Civil Service, and at the end of the following year he arrived at Bombay. After a short service as Assistant Collector, he entered the Judicial Department, in which he held the appointments of Assistant Judge and Acting District and Sessions Judge in various districts, until he proceeded to Europe in 1873 on two years' furlough, during which period he attended as an Inn of Court, and after passing the examination was called to the English Bar. Soon after his return to India, he was selected by the local Government to be Judicial Member of the Deccan Riots' Commission. His report on the shortcomings of the existing law has been published; it shows the extent of his legal attainments. Mr. Lyon was the author of the compilation called Lyon's Law of India, a work to be found in every Court and in every lawyer's chambers: and of a still more useful volume, called a Digest of Decisions passed in the Indian High Courts and the Privy Council. After holding the office of Judge at Ahmedabad, Tanna, and Khandeish for short periods, Mr. Lyon found his health fail him; and went on six months' special leave to Europe. After his return he went as Acting Judge to Rutnagiri, but in a few weeks had to resign, the disease of the lungs, which caused his death, having prostrated him from all work. The dying man was kindly nursed at the house of Mr. Justice Pinhey, until as a last resource he sailed for Europe, having to be carefully carried on board. His strength failed him on the voyage and he died at Suez.
>
> He sighed for Scotia's shore
> As he gazed across the sea,
> But he didna get a blink
> O' his ain countrie.
>
> Thus at the early age of 34 passed away one of the brightest intellects in the Civil Service. His learning was well known: his character stood high; and so his promotion was assured and he had no need and less inclination to indulge in any envious reflections on those men in his own line, who inferior to him, were considered to be his rivals. Equal to the depth was the transparent simplicity of his character: and those who knew him will remember the absence of conceit or assumption, the ever present good humour and the keen wit which adorned his conversation. His friends all wished him the attainment of his ambition and a seat in the High Court and little expected that the thread of the thin spun life would be cut so soon. For some time before his death Mr. Lyon contemplated it as probably near: and, serene in his philosophy, awaited it with an untroubled eye. His memory will long be cherished in the circle of his friends and not easily forgotten among the natives whom he judged.

REPORT ON THE BRUSSELS EXHIBITION, 1876, BY MAJOR A. LEMESSURIER, R. E.

SECOND NOTICE.

IN the first portion of our review of Major LeMessurier's report, we traced the relief to wounded from the first line of the battle field to the field hospitals where the severely wounded had at last found rest. We mentioned that these hospitals were opened in towns, villages, and detached buildings near the operating force, and were made as comfortable as circumstances would permit. It is not to be wondered at that a hospital, organised in such a hurried manner, should want many of the appliances required for the proper treatment of the sick and wounded. Only to mention the most important, here are not to be found receiving, operation, store, disinfection and cooking rooms. Everything, operation and attendance, has to be done in one house, often in a crowded barn warmed almost by a temporary stove. Under such sanitary conditions pyœmia, the scourge of military hospitals, soon reveals itself, and spreads like wildfire among the sick and wounded. Treatment here avails not. There is but one remedy for it, and that is dispersion and the instant removal of patients to another atmosphere. In Europe, the extensive railway system allows this to be systematically and quickly performed. No battle field can ever be more than a few miles distance from a station, and from this station communication is easily effected with the reserve hospitals established in rear. We purpose now describing how this reserve relief is carried out.

In this line national aid comes into play. Government could scarcely be expected to provide the material required for the conveyance by rail of the numerous wounded, victims of modern warfare. The most it can do is to organize national relief and leave this to be carried out by individual efforts. Throughout Germany, in Prussia, Hanover, Silesia, Saxony, Hesse, Bohemia, Austria and Hungary, Red Cross Societies have been instituted, whose chief efforts are directed to the transport of sick and wounded to the reserve hospitals organized under their care. As might be expected in a number of separate organizations, there is no uniformity in the mode of fitting up railway carriages for transport of wounded. Among the models exhibited at Brussels were some from Prussia, Saxony, Hanover, Russia, Bohemia; even the smaller States like Wurtemburg and Hesse sent specimens. Each has some distinguishing feature to recommend it, but to pass all in review would be simply to copy Major LeMessurier's report. We purpose therefore only describing the field hospital railway train which has struck us as being the most complete that organized by Baron Mundy, of the Austrian Medical Service, and which is the property of the Knights of Malta.

The train consists of fifteen carriages, comprising a carriage for the commandant and medical officers, a provision wagon, a cooking wagon, a dining wagon and ten hospital wagons, with a store wagon in the middle. All the wagons have small moveable landing places which, when lowered, allow of communication from one end of the train to the other. They are lighted with lanterns from above which serve also as ventilators, and those containing wounded have double doors to admit stretchers easily, whether loaded or not. To show the reader how complete the train is, we will ask him to accompany us in a walk from the carriage nearest the engine to the last one of the train. On entering the medical officers' carriage we find it fitted up with four comfortable cabins and an office, for as they have to serve in time of war during several weeks and even for months, some special arrangements are required for their comfort. Passing through the central passage, and crossing the gangway over the buffers, we come to the provision wagon where we find a cabin reserved for an officer grievously wounded. The remainder of the space is fitted up with cupboards holding coal, wine in bottles, provision such as rice, barley, potatoes, chocolate, tea, coffee, sugar; meat and fish safes, and lastly, those casks of beer so dear to the German. It is but natural that next to it should stand the cooking wagon where we find a large cooking range, cupboards, sink and reservoir for water. Then comes the dining wagon with its tables, crockery stand, buffets and a douche bath in a corner curtained off. Beyond are the field hospital wagons, which are simply covered goods wagons, with certain fittings allowing of their being rapidly adapted for conveyance of wounded. There are the usual side doors, also double doors at the end, moveable platforms and roof louvres. The distance between the wagons is sufficient for the easy loading and discharge of the stretcher when the balustrades are lifted. With four men to a stretcher the wagon can be cleared by the end doors easily of its ten patients in six minutes. The interior fittings resemble those of the American cars used during the Civil War for a like purpose. Four upright standards are placed face to face in pairs at a convenient distance to receive the stretchers, and are joined together by a beam at the bottom and two bars at the top. They are thus firm and require no other fastening. To carry the stretchers cross pieces are attached to the inside face of each upright, one above and one below, and between them is a centre piece to receive the stretcher in a better position when medical assistance is required. The stretchers are suspended by cord or india-rubber bands to lessen the vibration, and a small moveable table is attached to the side of the wagon for each sick man. A stove, washing stand, and small necessary complete the fittings which are admirably adapted to the purpose and yet cost little. Midway between the ten hospital wagons stands one fitted up for medical stores, bales of blankets, coverlets, pillow cases, napkins, shirts, bedcases, hospital utensils and a large bath.

It is not, however, sufficient to provide for the conveyance of the patients from railway station to railway station. Before they can be finally deposited in the reserve hospital, means must be taken to convey them there from the terminus and for this duty the Knights of Malta have had constructed twelve field hospital carts which carry four men lying down and eight sitting. The stretchers are moved from the railway carriages and suspended by straps to iron standards, which are closed in by side pads swinging on hinges.

Of the utility of these trains there can be no question. One composed of 28 covered goods wagons was completely set up in ten days in the workshops of the Hessian Railway during the war 1870-71, and carried in seven trips no less than 1,466 wounded from Picardy to the reserve hospitals in Germany. "The arrangements," says Dr. Mouat who saw one at Amiens, "were admirable and exhibited the marvellous attention to details which has been one of the chief causes of the nearly unbroken successes of the German arms. Such trains seem to me to be well suited for immediate introduction in India, where large bodies of invalids are annually transported to the hills or to ports of embarkation, and where the railways are, to a certain extent, subject to the control of the State."

England, we regret to say, was very poorly represented at the Exhibition. A few patent couplings, the Westinghouse brake, a field stretcher, a cacolet, and a heavy field hospital carriage were the only noticeable articles. France appears to have been equally unwilling to come forward, while Russia, on the contrary, sent exhibits to nearly every class. Some of these are worthy of attention as they are applicable to India, and we will in conclusion devote a small space to a description of them. The "Comité d'Etat Major pour les transports par voies ferrées et par eau" exhibited a railway hospital train nearly similar to the Berlin one. The wagons for wounded are ordinary covered goods with four small sliding windows, and can hold eight men in stretchers suspended from the roof. Two spiral hooks in the floor receive a lanyard from the bottom stretcher, and limit the rocking. The stretchers are of the regulation pattern, and those in the upper tiers are provided with waterproof sacking to avoid annoyance to those below. The wagon is provided with two ordinary lanterns, two stools, and a bucket. The cost of the fittings may be estimated at Rs. 50 a wagon, and they can be set up and suspended from the ceiling in two minutes without interfering with the transport of men, horses, or bulky goods destined for the front.

Another Russian exhibit, which might be utilized in India, was the model of a stretcher saddle for the transport of sick and wounded on camels. It was invented at Tashkend in 1873, and was successfully employed during the Khivan campaign by the Turkestan troops. All those who have ridden on camels are aware what a jolt is given to the rider when the animal rises or kneels down, and that even at a walk, there is a swaying motion imparted by the long strides it takes. To obviate these inconveniences which would be insupportable by a wounded man, a saddle is placed high on the animal's back, as much above the line of motion as possible. It consists of four pieces of wood joined in pairs by bolts and nuts, and connected by side pieces. This frame rests on cummuls packed round the camel's hump, poles being placed against the cummul and beneath the frame. A piece of bent iron is bolted into each standard and the fore and aft irons are connected by strips of polished wood, on which the stretcher with the invalid is slid when the camel is standing, and then made fast with rope. A ridge of bamboo runs between the standards, from which a canvas awning drops over the sick man. The frame answers thus a double purpose, a carriage for two sick men by day and a tent by night. Of its adaptability to this country there can be no doubt for it is simply a modification of the kujawah so well known in Sind and the Punjab, and it has borne successfully the best of all tests—use on a campaign.

There are many other portions of the report which we could willingly pass under review did space allow us to do so. To mention but a few, we may state that it describes numerous systems of railway brakes, carriage couplings, concentrated essences of food, patent railway gas lights, acoustic signals, carriage warmers, field medical relief in use among various European nations, &c., &c., plainly proving that the Government of India sent somebody who could discriminate what was useful among such a number of exhibited articles, and we must congratulate Major LeMessurier in having succeeded in condensing a great amount of valuable matter in a small compass. It is to be hoped that Government will distribute the report and plates liberally among medical officers, and place within their reach information which will in the end produce a good crop of improvements in our Indian Medical System. Already a beginning has been made by the proposed introduction of Bourke's dooly, and this report will give an impulse to inventive talent which at present lies dormant for want of encouragement.

MR. SHEPHERD'S CASE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Referring to a letter which has appeared in to-day's issue of the *Times of India*, signed "J. Walsh," I cannot refrain from remarking that it is, on the whole, one which could alone emanate from the Customs Department. We are all aware what an enlightened body of men compose the Customs Preventive Service, and from what I infer from the above letter, they know and fully believe it, too, but more especially the "boarding officers." Are these latter gentlemen selected for their posts after passing a strict examination equal to that of the Civil Service, or do they obtain them for the amount of impertinence they can show? I think the latter. In your print of the 27th ultimo, you brought to the notice the very inefficient manner in which passengers on the ferry steamers are counted by the Custom House officers and the statements therein made have been indignantly refuted (?) by a champion.

In the evidence given by Mr. Crawford in Mr. Shepherd's case, he stated that the system of counting the passengers is "nothing more or less than arbitrary and vexatious abuse of authority." But "J. Walsh" affirms that the "evidence was unfairly given and fancifully coloured." Now may I ask, what benefit could Mr. Crawford derive by making these statements, if they were unfounded? Is it not evident and more inclined towards reason to say that Mr. Crawford as a Magistrate would be the first man to check a system of over-crowding and also the first man to uphold those zealous officers of Government in the execution of their duties? Then, on what authority does "J. Walsh" doubt the veracity of Mr. Crawford's statement? I know full well that the public will bear me out in my assertion that Mr. Crawford, as a public servant of very high character, could have had no other end in view when giving his evidence than the welfare of the poorer classes under him. As for the inaccuracies and reckless assertions made by you, Sir, in your journal, as stated by our worthy champion, I will leave it to your judgment to decide whether or not he should be answered. In concluding this, I fear, lengthy letter, I ask to be excused for the space I may be occupying in your paper, and at the same time wish it to be borne in mind that the task which I have undertaken had no other motive than that of

AN IMPARTIAL OBSERVER.

Bombay, 2nd March.

II.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I am very glad to see that Mr. Shepherd was acquitted of the charge brought against him of carrying excess passengers, because I feel sure that there was no true case against him, the excess number being attributable either to a mistake in counting on the part of the Customs officers or else to coolies and others, who jump on board directly the steamer touches the bunder in order to get employed for the conveyance of passengers' luggage on shore, being included in the enumeration. I have occasion to travel now and then by the ferry steamers, and have had opportunities of seeing how very careful the ticket clerks, captains and officers of the steamers are to be well within the number to which they are restricted. On one occasion when I was a passenger on board the Gogo all the intending passengers from Alibaugh to Bombay were turned back. On another occasion I went off to meet the steamer at Alibaugh not to travel in her but to see a friend and was refused access to her, the Nagotna, because she had the prescribed number on board and two boat loads of people, some fifty or sixty men, women and children who had come out 1½ mile from the shore in open boats had to go back again and wait till next day with the chance of being again refused.

I can testify to the inconvenience caused to passengers by the system of counting them one by one along a narrow gangway enforced by the Customs officers. On one occasion I had to wait on board at the bunder for upwards of 1½ hour while the other passengers were being filed off between two officials in blue coats and brass buttons. The alternative was to push my way through a crowd of natives, but as I had ladies and children with me, and would have been separated from my luggage had I done so, I preferred to remain on board until the way was clear, although the steamer was moored to the dockhead whence the sewage of Bombay outfalls into the harbour.

It is very inconvenient to the public that there should be a hard and fast rule regarding the number of passengers to be carried by the ferry steamers, especially as considerations of the safety of human life do not determine the rule. There would be some sense in the arrangement if the number fixed represented the aggregate that the steamers could safely carry—*i.e.* without risk of being swamped. The crowding on board the old ferry boats that used to sail to and from ports on the coast and Bombay was much greater than is the case on board the present steamers, even when the latter have on their decks the full number allowed by the Customs officials. And the old ferry boats used often to take over 24 hours making the trip. I have been all one night and the most part of two days getting from Bombay to Alibaugh, with 40 or 50 other passengers in a ferry boat not larger, if so large, as the ordinary fishing boat of the *kolies*. The present steamers are comfortable and they are swift, and I can testify that they are much appreciated by the people.

Instead of a hard and fast rule as to the number of passengers, I would suggest that it be left to the discretion of the captains during the fair weather months to take or refuse to take, their judgment being influenced by the state of the weather.

It is no joke being detained at ports on the coast where there are no hotels and no travellers' bungalows, more especially if an engagement is calling you elsewhere. And it is most vexatious to be compelled to make a trip in an open boat, in the middle of the day a mile and a half to sea, with no other advantage than to be told to go on shore again, as the steamer is full when all the time it is quite apparent that the steamer is capable of carrying, both safely and comfortably many more people than the number on board of her.

The present ferry steamers are a great convenience to the people; the captains and crew are, as a rule, civil and attentive, and the arrangements for landing, &c., except at Bombay, are very good. Why, then, should these conveniences be limited by arbitrary rules which are as harassing as they are senseless?

In more ways than one do the ferry steamers benefit the districts at whose ports they touch; they offer facilities to an over-crowded population to migrate in search of subsistence, and connect together the demand and supply of labour. They also open out parts of this Presidency, which, though not very distant from Bombay, have hitherto been shut out from it through want of communication. Mr. Shepherd, who has established the ferry steamers and looks after their management very closely, is deserving of every encouragement and consideration, more particularly at the hands of that Department of the public service whose duty it is to develop and promote the interests of the coast trade.—Yours, &c.,

JUNGLIWALLA.

Feb. 27th.

INDIAN NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENT.)

DHOOLIA (KHANDEISH), 28TH FEB.

THE cloudy weather and distant thundering portend more rain. The grain is getting dearer than before, but the cotton market is very dull. The wages and allowances of grain to the labourers on relief works is hardly sufficient to meet their ordinary wants though after all it is commendable on the part of Government that not a single instance of extreme distress has yet occurred. The Government Boarding School has been abolished, and similar reductions can be effected, as such institutions are regular waste of public money.

Cases of petty robberies have been increasing of late, and arrangements are being made to put a stop to such a growing evil, by stationing police sowars on the different roads.

The District Superintendent of Police who held an investigation, deserves the thanks of the people for noticing the conduct of his subordinates during the Mohorrum procession. The police inspector is removed to the Punch Mahals in Guzerat.

Mr. Betty, Assistant Judge of Tanna, is here, and a commission of inquiry is shortly to be held, to investigate certain charges preferred against the native Sub-Judge of Erandole, who is now under suspension. Mr. T. M. Filgate, the Registrar General, is on circuit and will leave shortly.

(FROM OUR OWN CORRESPONDENT.)

BHOSAWUL JUNCTION, 1ST MARCH.

THE railway guards Creagh and Cooke, of the Egutpoora district, were arrested here by the mamlutdar for committing an affray in the native town and voluntarily causing hurt to his sheristadar, Rowjee Dada, last night. They are left now on bail by the district police and will shortly be brought before Mr. H. Woodward, the Magistrate of the Division. The cause of this affray is attributed to the present nasty Holee festivities. Creagh and Cooke are respectable and steady guards of the Railway Company, and it has therefore taken us by surprise how they have come into contact with the mamlutdar's carkoons of this talooka yesterday. These Holee holidays never pass bear without the most indecent language being used by the natives in the public thoroughfare.

The accidental death of Mr. William Murrell, the engine-driver, has cast a gloom over the European community of Bhosawul. He suddenly fell down from his engine and was seriously injured while proceeding with No. 28 up goods train between Naidongree and Nandgaum stations on the 22nd instant. Every effort was made by Dr. J. O'Sullivan, M.D., the Railway Surgeon, to save his life, but in vain. He breathed his last on Saturday at Nandgaum. He was buried here in the Railway Company's cemetery. A large number of his friends, native and European, were present by whom he was liked and much respected. Mr. Edwin Murrell, brother of deceased who is Locomotive Foreman at Raichore, arrived at the station only in time to attend the funeral of his brother which took place on Sunday morning. I may mention here that in 1874 the trains of these two brothers unfortunately collided at the Chandnee station. Mr. W. Murrell (now deceased) escaped unhurt and Mr. E. Murrell had to have his right arm amputated.

It is stated that a commission has lately been appointed by Government in the Judicial Department in order to enquire into the alleged charges brought against Rao Saheb Narayenrao Balcrishna, the moonsiff of the talooka Erandole. Several charges of bribery were, I am informed, enquired into by Mr. J. Jardine, C. S., the Session Judge of Khandeish, in December last. The District Superintendent of Police has been engaged in investigating the recent riot case which took place at Dhoolia during the Mohurrum festival. The Executive Engineer, Major Mander, R. E., of this Collectorate, has removed his camp from here to Munmar yesterday.

We had a heavy shower of rain on Sunday night. The weather is getting warm at midday. The epidemic of small-pox is now on the decrease in the town of Bhosawul.

(FROM OUR OWN CORRESPONDENT.)

THAYETMYO (BRITISH BURMAH), [illegible]

MAJOR GENERAL [illegible], Commanding British Burma Division, left this station on Monday last per gunboat Irrawaddy, having concluded his annual inspection of the troops in garrison, all of whom passed a creditable inspection. A salute of eleven guns was fired as the General embarked. A rumour is current that it is in contemplation to dispense with field artillery as a part of our local force, and in these days of economy it appears feasible to suppose that this might be managed with advantage. As before mentioned in your columns horses and sheep do not flourish in Burma—in fact it is difficult to keep them alive at all, and owing to the deleterious effects of the climate [illegible] happens after a battery has been [illegible] that scarcely a horse of its original [illegible] found serviceable. Thus, practically, [illegible] remounts are needed every three or four years, and the cost of keeping field artillery in a serviceable condition can scarcely be said to be in proportion to the necessity for their presence here. In the first place the surrounding country, and the greater part of Burma generally, does not offer particular facilities for the manœuvres of even passage, but presents a widely diverse surface of hills, rocks, jungles and nullas, with roads (except in the lower part of British Burma) very few and far between. Any one who reads the history of the Burmese War will find that the various engagements consisted more of attacks on stockades, &c, and what is commonly called "bush-fighting" than any thing else, and for this species of warfare, the most serviceable kind of artillery is the Mountain Train. If I am not mistaken our twin frontier station Tounghoo is garrisoned by a Mountain Train, moveable either by elephants or bullocks, and though we should be sorry to lose our field battery altogether, there is very little doubt but the other would be most serviceable and maintainable at a great saving to Government. *Apropos* of the departure of G/9th Brigade R.A., and the incoming of their relieving battery (C/9th) has been postponed some ten days or so, owing to the detention of transports at Calcutta.

The man of the artillery under arrest since October last, for having caused the death of a comrade, is ordered to Rangoon for trial, together with his escort, witnesses, &c., &c.

On Thursday last the foot race between two men of the 89th Regiment for Rs. 100 a side was run on the road past the promenade ground. (Distance 440 yards). The men toed the scratch at 5-30 P. M., both in fair condition. Johnson, a big, stout-built young fellow, apparently the best fit, but Wilkinson, though lighter-built, looked to be well-knit, strong, and confident. As the pistol cracked they got well away, Johnson leading slightly. He made the running at a splendid pace, increasing his lead a little for the first 150 yards, when Wilkinson began pulling up until half-distance, where he put on a spurt and passed Johnson in splendid style. Apparently Johnson saw he was overmatched, as although he spurted his best and drew nearly level with Wilkinson about a hundred yards from home, the latter gallantly held his lead and won easily by nine yards. Time 57 seconds. Both men have been doing their trial runs in less time; possibly the excitement detracted a little from their powers. It is said that some of our local dignitaries took umbrage at a want of decency in the men's costume (trunks only) on this occasion, though I can scarcely understand what particular offence they committed. It seems curious how people arrive at that very fine sense of discrimination which condones natives passing under their noses all the day through in a state of nature, yet finds something to cavil at in the sight of an European's body or legs for a few seconds, as he flashes past in a race, but so it is in our Little Pedlington.

A species of tailless ape (said to be an ourang-outang) was on view in the bazaar here lately, and as I have never seen any specimen, or even met with the description of anything, which exactly tallies with its appearance, a reference to it may not be uninteresting. It was about two feet and-a-half in height, and in general contour resembled the chimpanzee, save that its ears were small; its hands and feet distinctly formed with rather long fingers and toes, and hair of a reddish brown, part of its body, (the sides, chest, and belly) being rather sparsely covered. But what struck me as most peculiar was the colour of its skin, which, especially in those parts not overgrown with hair was white—not exactly clear white, yet anything save tawny, certainly of a tint I never saw in any animal except man. It walked erect on its feet without attempting to use its forepaws for that purpose, though very fond of swinging about on a rope, was perfectly tame and gentle, and not at all averse to strangers, although having a predilection for some over others. It was of the female sex, and the native who exhibited it said it had been caught in the Straits of Malacca, was very young when he got it about twelve months ago, and could not be yet two years old. He asked Rs. 300 for it, and has since gone on to Mandalay to exhibit it there. In some particulars, its appearance accords with the description of the "Siamang," (*vide* Cuvier's Animal Kingdom,) whilst in general contour, as before said, it agrees with Goldsmith's account of the chimpanzee. Should King Golden-Foot permit it to leave his kingdom again, it may be worth securing as a specimen for one of our great zoological collections, for in the matter of its hair alone it is a rarity, as its capillary growth, and skin also, are closely resembling those of the human species.

Details of volunteers from H. M.'s 2-19th and 108th Regiments, and from the 56th Pompadours, have arrived here recently and joined the head-quarters 89th Regt. Surgeon-Major Sparrow, in medical charge, 89th Regt., is expected to leave here shortly, but has not yet been relieved. Surgeon Kingston, R. A., goes to Rangoon as a witness in the trial for manslaughter before referred to.

The Proclamation medals for the troops in garrison have been served out; that of G/9th, R.A. to Sergeant-Major Batts and a gunner of the half-battery 7-6th R.A. lying here, receiving his from Rangoon. The one for H. M.'s 89th Regt was given to Sergeant-Major J. Murray, on a special parade for that purpose, by Lt.-Col. Preston, commanding the corps, who at the same time complimented Sergeant Major Murray on his long service (nineteen years) without an entry in his defaulter sheet.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

DEATH OF SIR JUNG BAHADOOR.

ALLAHABAD, 2ND MARCH.

Sir Jung Bahadoor died suddenly on the 25th February whilst in the Terai. His eldest brother Ranodup Sing succeeds him as Prime Minister. All is quiet at Khatmandoo.

[REUTER'S TELEGRAMS.]

THE "TIMES" TELEGRAM ON THE INTENTIONS OF RUSSIA.

LONDON, 2ND MARCH.

The report published by the *Times* from St. Petersburg on the 27th ultimo respecting the demobilization of the Russian army proves to be utterly false; neither was there a council held as was stated.

THE BRITISH FLEET IN THE PIRŒUS.

The British iron-clad fleet, lately at anchor in Besika Bay, has left the Piræus for Malta.

THE NEW PRESIDENT OF THE UNITED STATES.

WASHINGTON, 1ST MARCH.

The work of the Presidential Electoral Commission being finished, a joint session of Congress has been held, at which Governor Hayes was declared President of the United States in succession to General Grant.

THE MAILS.

LONDON, 1ST MARCH.

The Bombay Mails of the 12th ult. arrived at Brindisi on the 28th ultimo.

THE S. S. KNIGHT TEMPLAR.

The S. S. Knight Templar, which sailed from the Tyne for Bombay on the 14th ultimo, is ashore on the Island of Galita.

THE INCOMING MAILS.

ADEN, 2ND MARCH.

The Peninsular and Oriental Steam Navigation Company's S. S. Sumatra, with the outward London Mails of the 16th February, left here for Bombay at 8 o'clock this morning.

The same Company's steamer Nepaul left for Galle and Calcutta at 10 o'clock at night on the 1st instant.

LONDON, 1ST MARCH, AFT.

The Liverpool Cotton Market closed firm. Surats firm.

The London Cotton Market has been steady.

Fair Dhollera .... 5 5/16d.

In the Manchester market there has been a slightly improved tendency.

Exchange on India	1 9¼
4 per cent. Rupee Paper	88½
4½ per cent. do.	88½
5½ „ do.	91½
3 per cent. Consols for account	96⅜
5 per cent. French Rente 1872	106½
Bar Silver	56½

The Bank of England returns for the week ending yesterday show the following results:—

Reserve of Notes	£13 800,000	Inc.	£200,000
Bills Discounted	£19 100,000	Inc.	£1,500,000
Bullion	£26,900,000	Inc.	£100 000

The proportion of the Reserve to the Liabilities is 46⅝

The sum of £200,000 has been withdrawn from the Bank of England for Germany.

Departures—Stainsacre and Cella.

RATES OF EXCHANGE ON LONDON.

Market quiet.

Bank bills, on demand.........1s. 9¼ [illegible] per Rupee.

Do. 6 months' sight 1s. 9 15-16d. „

Credits, 6 „ ...1s. 9 15-[illegible] „

Documents, 6 „ [illegible] 1s. 9 15-16d. to 1s. 10d. „

Sovereigns ....Rs. 11-8 each.

Mr. John Jardine, who had taken his passage by the Rubattino steamer Australia to sail this week on a tour to Italy, Greece, Turkey and Russia, on his first furlough after 12½ years of active service, will now remain in India, as he is to be Deputy Secretary to the Supreme Government in the Legislative Department when Mr. Fitzpatrick becomes pucka Judge of the Punjab High Court in April next.

There seems to be no reason, says the Lahore paper to question the accuracy of our information regarding the effect which rigorous imprisonment is having on the mind of Sirdar Yakub Khan, the brave but unfortunate son of our ally the Amir of Kabul.

The advocates of a gold coinage for India will not derive much comfort from a return issued by the Madras Board of Revenue. In the year 1875-6, £278,523 of gold was imported into the Presidency, and only £18 099 exported. What has become of the balance? The answer must be looked for on people's ears, noses, necks and great toes. The value of silver imported in the same year was £335,111; out of this £258,300 was exported again.

Fifty or sixty people, a correspondent of a contemporary states, were crushed to death at the religious fair or *méla* held at Ajoodiya, near Fyzabad, on Sunday, the 25th instant. The crowd of Hindoo pilgrims from all parts of India was enormous, exceeding half a million. Owing to a rare conjunction of the planets, which occurs but once in seventy years, this festival was of peculiar sanctity. Many thousands of people were conveyed by the Oudh and Rohilcund Railway to the bathing place, and many thousands more failed to get there owing to want of accommodation in the over-crowded trains.

The *Civil and Military Gazette* tells us that the Government of India has sanctioned the preliminary survey of the loop line connecting Loodiana, through Ferozepore and Kussoor, with Raiwind. Mr. Luke, District Engineer of the Sindh, Punjab and Delhi Railway, starts on Tuesday next with a staff of surveyors to survey the country with a view to selecting the best line which the proposed branch railway should take. The principal merchants of Ferozepore have petitioned the Sindh, Punjab and Delhi Railway authorities regarding the construction of this line, the commercial advantages of which they clearly point out. Mr. G. H. Coates, than whom there is no better authority upon the trade of the districts through which the projected loop line will pass has also strongly advocated its construction.

We take the following items of news from the *Indian Public Opinion*:—"The Khan of Khelat is resting at Gurdawa, the capital of Cutchee and the Brahoes are perfectly quiet. The difficulties connected with the Murrees and with Western Beloochistan are receiving the careful attention of Government and will, it is believed, be very shortly satisfactorily settled—the absurd stories originating in Bombay that Beloochistan is in a blaze scarcely need contradiction. Mr. Bruce, accompanied by Dr. Duke, is *en route* to the Bugtie Hills to meet the Deputy Commissioner of Dehra Ghazi Khan to discuss matters affecting the tribes lying on both the Punjab and Scinde frontiers. It has not been considered necessary for any escort to accompany them. Captain Wylie is still at Jacobabad. Major Sandeman is expected back very shortly."

Captain Taylor's new pier at Madras does, it is said, not make very rapid progress. In fact if the workmen don't make haste, remarks the *Madras Mail*, the famine will be finished before the pier is. The *Mail* thinks that the work is being made unnecessarily strong for the temporary purpose for which the pier is intended—landing grain. Are so many piles required? A good deal of labour would be saved if the pile-driving could be diminished. It seems doubtful if importations at Madras will be on a larger scale than they have been in January and February, and it must be admitted that the boatmen, with all their faults, have proved themselves equal to the occasion. Week after week they have been landing from 15,000 to 20 000 tons of grain, besides other cargo, an amount of work which nobody believed they were capable of.

One peculiarity about the famine in Bombay is the number of people who have emigrated from the famine districts. The Government of India in their last report remark:—"The emigration has amounted to 671,405, or about 13·5 per cent. on the affected population, and has been to a large extent induced by the necessity for driving the cattle to distant pastures. One body has passed to the north-west into the Nizam's dominions, Berar, and even the Central Provinces, while another, probably the larger of the two, has resorted to the Western Ghats along their whole line. From certain talukas, which annually during the fair season send forth bands of labourers to Bombay, Guzerat and other parts, larger numbers than usual have gone in search of a livelihood. The condition of those who have thus left their homes, it is not easy to ascertain, but for the most part they appear to have been fairly successful in their sojourn. Of all who survive, it may be safely predicted that they will return on the approach of the monsoon."

Whilst Mr. Arthur Tooth has been withstanding his bishop to the face, in the matter of candles, vestments, and other church properties, one of the professors of the Free Church College of Aberdeen has incurred a charge of downright heresy. The Rev. W. Robertson Smith is the author of the article on the *Bible* in the new *Encyclopædia Britannica*. In the course of his exposition, he pointed out that a part of the Pentateuch was written when Moses was dead; that the book of Isaiah was not written by Isaiah at all; and that three of the Gospels were not written by the Apostles, but were merely compilations of spoken and written apostolic tradition. The ministers of the Free Church were naturally annoyed at this, and the reverend professor was in due course indicted before a college committee on a charge of heresy. Professor Smith with the firmness of a Tooth would not retract a word he had written and in the end the committee were unable to find any ground for persecuting him.

We published a telegram a few days ago announcing that official intelligence had been received in Calcutta that the frontier difficulties would terminate shortly. The *Englishman* says:—We are happy to be able to inform our readers that official intelligence was received on Monday in Calcutta from Kohat, which promises a speedy termination of the frontier complications in the Punjab. The news came from Kohat by telegram, and is to the effect that the "Passjirgah had just come in," which means that the headmen of the Afridis who hold the Kohat Pass had come in for an interview with the Deputy Commissioner of Kohat. The fact of their coming for such interview points to the great probability of their being willing to accept the terms offered by Government, in which case it will be proved that the course adopted by Government has after all been the best. It has saved all bloodshed and the costs of an expedition, and has shown the tribes that we have the power to punish them, and compel obedience to our reasonable demands without risk to ourselves. Our contemporary congratulate Lord Lytton's Government on this successful result of what at one time promised to be a serious complication.

A most daring attempt to poison a whole family of servants was, on Friday last, made in Donald Town, Lahore, in the compound of Mr. Conder, Personal and Professional Assistant to the Chief Engineer of the Punjab Northern State Railway. The facts are stated by the local paper to be these. On returning home from office Mr. Conder was apprised of the sudden illness of several of his servants, and on enquiry he ascertained that after drinking some tea that had been left over from breakfast, those who partook of it were seized with violent sickness. The vessel in which the tea was warmed up was examined, and a sediment was found in it, which at once excited suspicion. The vessel was taken to the Chemical Examiner, Dr. Center, who lives close by, and he pronounced the sediment to be arsenic. The symptoms described to him also were those of arsenical poisoning. The poisoned were put under treatment, and are, we believe, on the fair way towards recovery. Nothing has yet been discovered as to who is responsible for the poisoning. The matter has been put into the hands of the police, who are busily engaged investigating the matter. Suspicion rests upon one of the fellow servants of the victims; and, as usual in these cases, it is supposed to be a case of *dux femina facte*.

The *Pall Mall Gazette*:—"According to the parliamentary report of the *Times*, Lord Beaconsfield signalized his accession to the House of Lords by the commission of a singular barbarism. His Lordship is made by the *Times* reporter to say, in answering the Duke of Argyll:—'The noble duke who has just addressed us told us that he would reserve his opinion on this great Eastern Question which so agitated Europe until he had read the papers. What may be his effusion after that intention has been informed, with my little experience of this House I pretend not to predicate.' The *Daily News*, we imagine more accurately, and certainly more grammatically, makes Lord Beaconsfield use the word *predict* and not the word *predicate*. 'Predict' is derived from *prædico, prædicere*, to foretell or say beforehand, and 'predicate' is derived from *prædico, prædicare*, to proclaim or publish. The words are not synopymous; and, while *prædico* belongs to the third, *prædico* belongs to the first Latin conjugation. The *Times* is fond of employing 'predicate' for 'predict,' as it did only the other day in a leading article referring to the future policy of the Emperor of Russia, and, indeed, the first has at least the advantage of a syllable over the second. Still, no one less exalted than Louis XIV., and then only with Frenchmen, can be permitted to change grammar, and the celebrated example of 'mon carrosse' will not bear imitation even by the 'leading journal.'"

The Constantinople correspondent of the *Cologne Gazette* says that, notwithstanding all the evil that is spoken about General Ignatieff, there is scarcely any one who regards with satisfaction his withdrawal from the society of the Turkish capital. The Turks, it is true, look just now upon his departure as a triumph and the Greeks are pleased at the discomfiture of the advocate of the detested Bulgarians; but all seem secretly to regret that the life of the capital will no longer be spiced with Russian intrigue. General Ignatieff was playing so prominent a part in the political and social events which have occurred at Constantinople during the last ten years that his absence will leave a gap not easily to be filled up; and the Russian colony especially can hardly expect again to obtain so powerful and sympathetic a representative. The Turkish papers, on the other hand, chiefly use their newly acquired liberty in heaping up accusations against the Russian Ambassador. Thus the *Vérité*, referring to General Ignatieff's remark in his final speech at the Conference about Turkey's creditors, says: "Every one knows that the non-payment of the coupons was decided upon by Mahmoud Pasha, on the advice of General Ignatieff. Does the General now carry his naiveté so far as to hope that Europe can again be deluded on this point? . . . If any Power has a right to complain that the coupons are not paid, it is certainly not Russia. Moreover the greater part of the money borrowed from Europe was spent in putting down insurrections which were the result of General Ignatieff's intrigues, and which prevented us from carrying out the reforms which we admitted to be urgently required." "It is very remarkable," proceeds the correspondent, "that the best abused of the ambassadors, Sir Henry Elliot, has met with more sympathy than any of them on the occasion of his departure. A great number of addresses have been presented to him from various political and religious bodies, describing in the warmest terms his services in improving the condition of the Turkish Christians, and expressing a hope that he will soon return. Among the addresses drawn up in this sense were three from the Protestant, the Catholic, and the Gregorian Armenians respectively. . . . As for the German Ambassador, Baron Werther, his departure was received with perfect indifference. If the saying about women, that those are the best of whom the least is said, is applicable to diplomatists, Baron Werther certainly deserves the palm among all the representatives of the Powers at Constantinople."

The report of the Royal Commission appointed in 1874 "to inquire into the causes of accidents on railways, and into the possibility of removing any such causes by further legislation," has been issued. The Commissioners state that they are unanimous, and decided in their opinion that no legislation is desirable which would impair the responsibility which the law imposes on railway companies to provide for the safety of their traffic. They have, however, come to the conclusion that some measures of a definite and decided character are necessary to afford the public additional safeguards against the preventable dangers of railway travelling. In some instances, they add, "the general recommendations of the report would have assumed the form of distinct proposals for legislation, but that we feared lest we should thereby endanger this principle of the undivided responsibility of companies, which we regard as of fundamental importance." The following summary of the recommendations is given at the close of the report:—

We have given careful consideration to the first head of our inquiry, but at the same time we have regarded it as subsidiary to the second and more practical question referred to us. In framing our report, therefore, we have not attempted to offer any categorical statement of "the causes of accidents on railways," and we will conclude by specifying still more succinctly the legislative measures we recommend in the interests of public safety.

We propose that discretionary powers should be conferred upon the Board of Trade for the following purposes, to be exercised by the department subject to review by a competent appellate tribunal:—(1). To enforce the extension of stations and sidings, wherever the accommodation provided for the traffic is so inadequate as to endanger safety. (2.) To enforce the adoption of the block and interlocking systems on all lines or portions of lines where the introduction of these improvements is necessary for the safety of the traffic. (3.) To restrict the speed of trains upon any line or section of a line which is in a condition to render a high rate of speed unsafe. (4) To require companies to provide their passenger carriages with continuous footboards. (5.) To impose conditions upon companies in certain cases in sanctioning the opening of new lines. (6.) To require companies to provide footbridges or subways at stations, where the absence of such accommodation is proved to be a source of danger. (7.) To require a lodge to be maintained at public crossings for foot passengers wherever circumstances render it necessary for safety.

We further recommend that railway companies shall be required by law, under adequate penalties, to supply all trains with sufficient brake power to stop them within 500 yards under all circumstances.

In order to produce greater punctuality in the conduct of the traffic on railways, we recommend that additional facilities be afforded to the public for obtaining compensation when trains are late.

We recommend that the 31 and 32 Vict. c 119, s. 22, relating to intercommunication in trains, be amended in the manner we have indicated.

And, finally, we recommend an extension of the civil liability of railway companies for accidents to their servants, and of the criminal liability of persons in railway employment for acts of negligence endangering life.

In framing these proposals we have confined ourselves to describing in general terms the statutory provisions we recommend, judging that the details necessary to give practical effect to them can best be settled by Parliament.

The report is signed by six of the Commissioners—Lord Aberdeen, Lord Belmore, Sir Seymour Fitzgerald, Sir J. Lintorn Simmons, Mr. T. E. Harrison, and Mr. William Galt. Messrs. Harrison and Galt publish separate reports, explaining their reasons for differing from some of the recommendations adopted by the majority of the Commissioners, and Lord Delawarr also appends a report, giving his reasons for not signing the general report, from which he says there are omissions which he regards as essential. Two other Commissioners do not sign the report—the Duke of Buckingham and Mr. Ayrton. The former has been in India for some time; but no explanation is given of the omission of Mr. Ayrton's name.

THE ASSAULT OF A EUROPEAN AT BHOWNUGGUR.

(FROM A CORRESPONDENT.)

BHOWNUGGUR, 27TH FEB.

My telegram of yesterday informed you of a most murderous assault committed on the person of a European gentleman by the servants of this neighbour.

Mr. Grogan, of Messrs. Gaddum & Co., was returning home through a passage in common to his bungalow and that of his neighbour Mr. Fernandez, of the Revenue Survey, when finding his passage barred by a closed gate, he called to a servant who sat smoking close by, and asked him who ordered the gate to be closed. The reply was the "cook." The cook then appeared on the scene, apparently prepared to contest the way, for with a bold front he told Mr. Grogan he had got "hookum" to do what he had done. Knowing that this was wrong, Mr. Grogan insisted on the gate being opened and possibly used an expletive or two, when the cook in question rushed at him and tried to knock him down. A scuffle ensued when Mr. Grogan getting the best of it, a stalwart Purdasee syce and the bhungy ran up with sticks and with one blow on the head stunned Mr. Grogan. He fell on his face and the thre then belaboured him across his back, head and neck, in a most brutal way, and then left him on the ground insensible. After an interval of 10 minutes or so, he recovered his senses sufficiently to enable him to stagger to the house of Mr. Lees, and then fainted. He was removed to his own house and the doctor sent for and is now under careful treatment. Over a dozen most awful wounds were discovered next morning and the doctor, I believe, is still anxious lest fever and inflammation of the brain should set in.

The culprits were taken into custody (the ghorawalla and bunghy having made themselves scarce for a time), but were liberated yesterday morning. They were again taken into custody last night and liberated *again* this morning. The fouzdar was kind enough to visit the scene of the *fracas* about twenty-one hours after the occurrence, having first, in a most lordly manner, sent for Mr. Lees to get particulars. This, sir, is in Bhownuggur of which your correspondents have written such glowing accounts lately, and some of whose officials have not long since received at the hands of the British Government marks of honour, &c., One is almost inclined to wish they had a taste of Russian rule for a year.

I will inform you of the progress of the case as soon as legal proceedings commence.

I should add that Mr. Fernandez is not in Bhownuggur, or this would of course, never have occurred. Each of the culprits, when caught, accused the other two in the presence of the police and bystanders, thus proving how all three were criminated.

NOTES FROM BERAR.

(FROM OUR OWN CORRESPONDENT.)

OOMRAWUTTEE, 28TH FEB.

The prospect of the crops in Berar may be considered fair, although slight damages have been done by the unusual rain in West Berar. The picking of the third crop of cotton is in progress and will soon be "baled." In the Woon and Bassim districts cattle suffer from hoof and mouth diseases. The following statistics of cotton exports from Berar will, perhaps, be interesting to all cottonwallas:—

Total Season's crop. Bales.	Year	Total Exports. Bales.
2,46,107	1870-71	15,620
1,90,595	1871-72	41,144
2,44,188	1872-73	21,108
3,03,181	1873-74	33 705
3,11 309	1874 75	59 555
2,35 192	1875 76	26.993
Unknown at present	1876-77	37,893 to 20th Jan.

Total 2,36,018 of which 2,35,923 "bales of lbs." were exported to Bombay and 95 bales to the North-West Provinces. The recent rains have injured the cotton slightly in the Bassim and Buldana districts.

The subordinates of this town have been *feted* in the shape of a picnic given by Mr. Hordern, the Deputy Commissioner, from the surplus money allotted for the memorable Proclamation Day; although late in the day, but "better late than never," say I. The amount of Rs 150, although small, has been very thankfully received. It would have been far better if a "ball and supper!" as suggested by a minority, had been got up instead of the *fete champetre*.

The present state of the weather is unsettled. We must look forward for a grilling summer this season. Small-pox, fever, colds and coughs prevail throughout Berar.

Is your Church Gate Street contemporary ashamed to acknowledge facts, anent the paragraph of the Hyderabad Contingent at Delhi that appeared in the *Bombay Gazette* and which your kind contemporary extracted *verbatim* and gives credit to the *Statesman* for the valuable information? It is no doubt a *chook*!

The Resident has sanctioned the levying of a tax by the Municipality on all cattle brought into the city market for sale; the fee is one anna for bullocks and ponies and three pies per head for all cattle unsold or not.

Vaccination is gaining favour in Berar, consequently Sir Richard Meade Resident at Hyderabad, has granted to fifty-eight *patels* and others certificates, in consideration of meritorious services rendered by them in the cause of vaccination. This favour will doubtless instil fresh blood into them, to prosecute their work cheerfully.

BOMBAY.

Bombay Native Dispensary.—The total number of new patients admitted during the last month at the head branch of this institution, Dhobie Talao, was 1,424, the average daily attendance being 217. The prevailing diseases were intermittent fevers, sore throat and diarrhœa. A few cases of chicken-pox were seen.

The Bandstand.—The Band of the 20th Regiment N. I. will play the following programme at the Bandstand this evening at 6 P.M.:—

Quick	March	......
Quadrille	La Grande Duchesse.	......
Polka	Myrthenfrest	......
Selection	Reminiscences	Auber.
Valse	Mandolo	......
Galop	Hit and Miss	......

GOD SAVE THE QUEEN.

The Indo-British Institution.—The annual meeting of the Indo-British Institution will be held at half-past five o'clock this afternoon in the Boys' School. The Hon Sir M. R. Westropp will take the chair. The opportunity offered on this occasion of setting forth the claims of the Eurasian and Anglo-Indian Association, lately formed at Calcutta, should not be lost. The Indo-British Schools might easily and properly be made to give some support to the industrial institutions which it is the chief object of the new association to promote.

Case against the Proprietor of the Byculla Hotel.—Yesterday, at the Girgaum Police Court, before Mr. Dosabhoy Framjee, the charges preferred by a Parsee priest, named Bejonjee Cowasjee, against Jewanjee Hormusjee Guzdar, proprietor of the Byculla Hotel, and Hormusjee Manockjee Mody, were heard for some hours. Mr. Inverarity, instructed by Messrs. Ardasir and Hormusjee, appeared for the prosecution; and Mr. Purcell and Mr. Branson, instructed by Messrs. Jefferson and Payne, for the two defendants. The case was ultimately dismissed by the Magistrate.

Prosecutions by the S. P. C. A.—Mr. Sorabjee Nusabhoy, owner of a private shigram, for working his horse near Pydowne, the animal's body being one mass of sores, was fined Rs. 20.—Mahomed Cassum, buggy driver, for working his horse near the Crawford Market, the animal being very lame of the near fore-leg, was fined Rs. 6.—Dada Bapoojee, buggy driver, for working his horse in Market road, the animal being in a very emaciated state, and having two broken knees, was sent to Pinjrapool by order of the Magistrate.—Bapoojee Gunnoo, cart driver, for working his bullock in Parell road, the animal having an ulcer on its neck, was fined Rs. 3.—Baban Amobhoy, for working his bullock in a stone-roller, the animal having a very sore neck, was fined Rs. 4.

Mahableshwar.—The telegraph office was opened yesterday at Mahableshwar for the season. The residents who occupy houses there from the beginning of October, grumble that the telegraph office is not opened from the 15th October. We suppose that the office would not pay at that time, as [illegible] very few [illegible] people on the hill who are in circumstances to use the telegraph. We have no doubt that Government would willingly open the office if the residents agreed among themselves to bear the expense of its working.—*Deccan Herald*.

Mr. Roberts' Last Billiard Match in Calcutta.—Mr. Roberts played his last match in Calcutta on Saturday evening last at the Town Hall before the most numerous audience he has yet had. Every seat was occupied, and although the champion was looking fagged, and as if he had exposed himself too much to the sun, a close match was anticipated. His opponent on this occasion was Mr. Courjon, who, it will be remembered, played Mr. Roberts on a previous occasion in Calcutta, receiving 500 points and scoring only as far as 668. This result surprised many, for Mr. Courjon has long been considered the best amateur in India. When, then, a second match was proposed, a much closer game was anticipated. On the present occasion Mr. Courjon received the liberal allowance of 600 points. Shortly after 9 o'clock play commenced, and it was immediately evident that the champion was not in form, a fact that as the game advanced, became more plainly manifested. Mr. Courjon played admirably in the commencement of the game, his execution being most brilliant, and owing to Mr. Roberts repeatedly breaking down, he obtained many chances when the balls were in such positions as to leave a certain break. By these means and very good play, Mr. Courjon scored 141, whilst Mr Roberts had made only 198. As the champion had to score from the start 5 to his adversary's 2, Mr. Courjon had now improved his chances of winning as he had only 259 to make, to Mr. Roberts' 802. When Mr. Courjon had reached 825; Mr. Roberts was 362, and the champion's chances of winning were diminished. At the ten minutes' interval, Mr. Roberts was 528 to 852, or only 324 behind; a couple of good breaks would here have won the game for the champion, but the balls, not only broke badly, but he missed some cannons which were to all appearance certainties. From this point the game was virtually over as Mr. Courjon gaining confidence, and having a little luck, played very well and scored his 1,000 to Mr. Roberts' 743. —*Pioneer*.

The Late Major Candy.—Major Thomas Candy, whose sudden death at Mahableshwur is announced in our telegram from Bombay, was one of the best known men in Western India. It must be upwards of fifty years since he and his brother George came out as ensigns in the Bombay Army. The similarity of face, figure, and voice of the brothers was as great as ever existed between two members of a family and amusing stories used to be told of one being mistaken for the other, and the wrong one being afterwards apologized to for the mistake. Both brothers threw themselves from the beginning completely into the religious society of Bombay and Poona, and George's views led him very early to resign his commission, and take orders in the church. The old edifice which Ritualism has elevated into "Holy Trinity Church" is pointed to by grey headed residents of Bombay as the humble chapel which their fathers used to furnish with chairs on Sunday morning to enable the Rev. George Candy to hold service with the poor but numerous congregation whose pastor and idol he was. The other brother, who has just died, retired on his pension when he became a Major, and devoted himself to literary and religious pursuits. With a feminine nervousness of temperament and gentleness of character, he possessed gifts and attainments of a high order, and thirty years ago he was closely associated with General William Jacob, Colonel Griffith, Mr. B Hutt, Judge of the Sudder Adawlut, Mr. Townsend, Mr. Webb, both Civilians then of twenty-five years' standing. Major Molesworth, the Rev. Robert Nesbit, and other sterling Christians, who at that time united in a bold profession of religion, in which no drivelling sentiment excited contempt, and no narrow singularities provoked opposition. The most enduring monument to Major Candy's name is his English and Mahrattee Dictionary, prepared many years ago under the orders of Government. It is acknowledged to be the most valuable, as it is the most elaborate of all attempts to translate the English vocabulary into an Indian language. The old man's death has long been foreboded by his friends in Bombay. For a dozen years past his frail figure and failing faculties have told that he would soon cease to survive the generation of which he had seen the last man pass away, and it is strange that he has lingered till now. He has maintained to the end the stainless reputation that was his chief fortune as an ensign, and he has lived to bring out from England the last of his large family of sons and daughters, and to see them comfortably and honourably settled in the Presidency where he began the struggle of life, and where he has fought it out to an honoured end.—*Madras Mail*.

CALENDAR FOR THE ENSUING WEEK.

From 4th March to 10th March.

Days of the week.	Days of the Month	——	Sun rises. A.M.	Sun sets P.M.
	Mar.		H. M.	H. M.
Sunday	4	3rd Sunday in Lent.	6 19	6 5
Monday	5		6 18	6 6
Tuesday	6	Bombay Scottish Education Society—Distribution of prizes at Framjee Cowasjee Institute, 5 P.M.	6 17	6 6
Wednesday	7		6 16	6 6
Thursday	8	The English Mail Steamer may be expected towards evening	6 16	6 6
Friday	9	....	6 15	6 7
Saturday	10	....	6 14	6 7

DIVINE SERVICE.

METHODIST EPISCOPAL CHURCH.

Public Service will be held at the following places during the coming week:—Falkland Road Hall, Byculla; No 2, Dean Lane, Fort; and at Mazagon, on Sunday, 11 a.m. and 6 p.m; Monday, 7-30 p.m.; Thursday, 7-3 p.m. All persons are cordially invited.

ST. ANDREW'S CHURCH, APOLLO STREET, FORT.

[CHURCH OF SCOTLAND.]

SUNDAY, 4TH MARCH, 1877.

11 A.M.—Psalm 40, 1-5. Tune: St. Paul, No. 54. Par. 65, 6. Tune: Winchester, No. 177 Hymn 135, Tune: Olivet, No. 220

6 P.M.—(The Lord's Supper). Psalm 103, 1-3, 11-13, Tune: London New. 131. Hymn 189. Tune: Ballo, No 259. Par. 35, Tune: Comunion, No. 9. Par. 56, 4, Tune; French, No. 94.

HOLY TRINITY CHURCH, SONAPORE.

SUNDAY 4TH MARCH (3RD S. IN LENT.)

11 A.M.—Morning Prayer and Holy Communion, with Sermon

6 P.M.—Evening Prayer and Sermon by Rev. A. G. Lewis.

There will be a special course of Sermons on the Sunday evenings in Lent.

General Subject—*The Soul in Retreat.*

March 4th—The Soul in Conflict..........Rev. A. G. Lewis.
Do. 11th—The Soul in Repose ......Rev. B. Dulley.
Do. 18th—The Soul in Perseverance..Rev. T. Carss.
Do. 25th—The Soul in Triumph......Rev. Chas. Gilder.

TRIBUTES TO THE MEMORY OF CAPTAIN HENRY.

A crowded public meeting was held yesterday evening in the Town Hall, with a view to resolving on the adoption of some means of perpetuating the memory of the late Captain G. F. Henry. The Hon. J. Gibbs presided and there were also present the Hon. A. Rogers, Sir M. R. Westropp, the Hon. Rao Saheb V. N. Mandlik, the Hon. Mahomed Ali Rogay, the Hon. J. Marriott, the Hon. Colonel Anderson, the Hon. E. W. Ravenscroft, Sir Frank Souter, Kt., C.S.I., Sir Jamsetjee Jejeebhoy, Bart., C.S.I., Sir Munguldass Nathoobhoy, Kt., C.S.I., Byramjee Jeejeebhoy, Esq., C.S.I., Dosabhoy Framjee, Esq., C.S.I., Lieutenant Colonel Hancock, Lieutenant J. Mentieth Brebner, Captain Robinson, Dr. Sidney Smith, Dr. Blaney, J. M. Maclean, E. M. Fogo, W. G. Hall, J. O'Leary, J. Macfarlane, J. Gordon, J. H. Grant, F. Mathew, Malcolm McPherson, G. S. Lynch, F. Chalk, M. Balfour, Hamilton Maxwell, F. D. Finlayson, Grattan Geary, Newcome Fox, J. Thorburn, C. W. L. Jackson, J. Barnes, C. Cooper, T. Ormiston, H. F. Purcell, J. Q. Pigot, A. Tait, J. Slester, Harry G. Rowell, J. K. Bythell, Rienzi Walton, F. D. Parker, L. Reid, A. C. Trevor, J. Bapty, W. C. Rowe, H. W. Barrow, J. Westall, J. Mowat, W. M. Wood, Esqs., Father Cooke, Rev. D. J. Makey, Raghunath N. Khote, Nanabhoy Byramjee Jeejeebhoy, Tapidas Varjdas, Lukhmidas Khemjee, Joomabhoy Laljee, Eduljee Rustomjee, K. R. Kama, Junardhun Gopal, H. N. Saklatwalla, Ruttonjee Bomonjee, Dinanath R. Khote, Cowasjee Dinshaw, Bomanjee Pestonjee, D. M. Lalcaca, Esqs., Dr. Atmaram Pandurang, Dhirjram Dulputram, R. J. Nasirbha, Sakharam Arjoon, and others.

The Chairman, in opening the meeting, said—Gentlemen, we are met here to-day, not convened by that officer on whom such duties by custom falls, nor asked to attend by a few of those most interested in the matter, but we attend here moved by one common impulse to mourn the loss of one who in his public or his private capacity was the companion or friend of us all, one who has been so truly termed "the most popular man in this city," and one whose loss is at once a public calamity and a private sorrow. This day week we were all struck dumb as it were at the news that by an accident Captain Henry had been killed. The suddenness of the blow was as it were heightened by the sad necessity which hurried on the last rites we could pay him. No one but felt most keenly the awfulness of the fact that our most popular fellow citizen who had been snatched away just before the sun had reached its meridian was consigned to his mother earth ere that sun was set. I can remember when one of the most popular officers of the late Indian Navy, at that time its Commander-in-Chief, by a somewhat similar accident was killed and the sorrow which was felt by his service and by his friends, but we have now to lament one who not only is mourned by the directors and officers of that great maritime company whose interests he so ably superintended here, and by his friends—but by every one of those great bodies, municipal and commercial, by whom the affairs of this city and its trade are so ably managed. In no city could any one man have held so many offices and performed so many duties out of a pure desire for the good of the common weal than did Captain Henry, and it will be for this meeting to take the necessary measures that his public character and his private worth shall not be allowed to pass down to posterity without some memorial which will keep his name in remembrance and act as an incentive to others to follow in his steps. (Hear, hear) I now leave it to those gentlemen who have undertaken to propose and second the necessary resolutions to speak to his merits with abler and more eloquent tongues than mine. Simply adding that I am in my present position as Chairman of this large meeting at the request of some of the leading men of those various bodies of which he belonged who have done me the melancholy honour of asking me to preside on the present occasion. I will now call on Sir Michael Westropp to move the first resolution.

Sir Michael Westropp moved:—"That this meeting consisting of representatives of all classes of the community of Bombay deeply regrets the loss the city has sustained by the sad and sudden death of Captain Henry, a man, who by the conspicuous service he cheerfully rendered for many years and in various capacities to the municipal, commercial, educational and charitable institutions of Bombay, set a bright example of public spirit to his fellow-citizens and greatly aided in promoting the moral and material welfare of the community." He said—[illegible] the acquaintance of Captain Henry for 23 years and more. I met him first when he was in command of one of the oldest vessels of the P. and O. Company, in the Red Sea, and from that day to this I have entertained a lively sense of his worth. I believe there is not an individual here who cannot safely say as much in favour of the Superintendent of that splendid Company and the manner in which he discharged his duties as head of the large establishment in Bombay. It was not simply that Captain Henry was a good business man; he was a most kind hearted man, and desired, whenever he had an opportunity, to render good service to all whom he could aid in any way benefit. In his public capacities, he was an earnest and impartial man and one who did not seek to forward his own interests but the interests of the general public. He had no reason to look forward to deriving any personal advantage from the various offices which he held. The word memorial has been used by my friend Mr. Gibbs, as the Chairman, in opening the proceedings, and I would suggest to this meeting that a very wide construction should be given to that word. It may be desirable that some portion of the subscriptions collected should be devoted to the various purposes for the benefit of our deceased friend's family Though he filled many high offices in Bombay, Captain Henry's income was not a very large one, and it was not possible for him to save any very considerable sum. That may be a matter for the consideration of the committee that will be appointed. I do not venture to press it upon the meeting more urgently, but will merely say that I do not think we could establish a more suitable memorial to one who was so highly valued by us all than by caring for the welfare of those whom he has left behind, and whose interests he had not sufficient time to consider and provide for. You all of you, gentlemen, were better acquainted with Captain Henry in his capacities of Chairman of the Town Council, member of the Port Trust, and the other public offices he has held than I was, but from what I have read of the opinions he expressed in those capacities, I think everyone must concur in saying that he was a man was great tact as well as a man of most excellent public character. In his position as Chairman of the Town Council and the other public offices he held, he exercised an influence highly beneficial to this community. He controlled the different bodies over which he presided with a steady hand without giving offence to any one. He was one of those men who are most useful in a community, and we should fall short of our duty if we did not show our appreciation of the loss we have sustained. (Applause.)

Mr. Dosabhoy Framjee, in seconding the resolution, said—I beg leave to second the resolution which our highly respected Chief Justice has just proposed. In another place I have already given expression to the feelings of deepest regret which have overtaken all classes of the community by the sad and sudden death of Captain Henry; and after what has been so ably and eloquently said by the Hon'ble Chairman and the Lord Chief Justice, I will not occupy your attention long. Sir, from what I have heard from all sides since the lamented death of Captain Henry, I have been reminded of an old story in which a certain king was desirous of finding out which of his subjects had been a good man and which a bad man during his life-time. When informed that a certain fakir could give the required information, he was astonished, and bade the man communicate daily to the Court the knowledge which he acquired. The man made his reports accordingly. One day his royal master asked him how he came to know that so and so had been a good man, and so and so a bad man. His answer was simple. He said that when a man died, he stationed himself at a certain point at which the funeral passed, and from what everybody then said of the departed he formed his opinion of him; because, after a man was dead and gone, nobody would be afraid to speak his mind candidly. The fakir's standard for judging men was, you will admit, an excellent one. Now what do we hear on all sides about Captain Henry, after his death? All classes of the people, Europeans as well as natives of the country, mourn over his loss. The European press, not only of this city, but of the other Presidencies, as well as all the vernacular newspapers which I have as yet read, are loud in their expressions of grief at our loss. So far we have judged of Captain Henry by the fakir's standard, or, in other words, by the public voice; but like myself there are many in this Hall, as well as in the city, who had been brought into intimate contact with the lamented deceased. To know Captain Henry was to admire and love him for his general ability, for his frankness of heart, his genial nature, and benevolence of purpose. Captain Henry was the first Chairman of the Municipal Corporation of this city, to which position he was unanimously elected because when connected with the old Bench of Justices he had shown an ability and disinterestedness which elected high praise from all parties, and at the time of his death he was Chairman of the Town Council. No one can speak with better authority than I can, that by his death the civic government of this city has sustained a loss which will be irreparable. Other public bodies with which Captain Henry was associated will more or less feel his loss, and a career of honour and usefulness has been unfortunately cut short. Every one will admit that by his death the city has lost a noble citizen whose place it will be difficult to supply. With these few remarks I beg to second the resolution.

The Chairman then put the resolution to the meeting and it was carried unanimously.

Sir Jamsetjee Jeejeebhoy, C. S. I., moved the following resolution:—"That it is desirable to perpetuate the name of Captain Henry in Bombay by a suitable memorial." Sir Jamsetjee said—Hon'ble Sir,—The occasion of our meeting here to-day is a truly melancholy one. A gloom has been cast over our community by the sad and sudden death of Captain Henry. The late Captain Henry was connected with many of the public institutions of this city, and in all these relations of life he was a universal favourite. He had a kindly disposition, genial manners, and good business qualities. All these made him deservedly popular with all classes of our community. It is little wonder then that when such a man was taken from the midst of us, in a manner so awfully sudden, a general cry of lamentation should have been raised. It is befitting that we should now express our deep sympathy with the bereaved widow of our friend in her sad affliction, and that as a community we should resolve on some mode of paying a suitable tribute of respect to the memory of one so dear to us, whose death is felt as a public loss. With these remarks I beg to propose the resolution I have read.

Mr. Raghunath Narayen Khote seconded the resolution. He said—Gentlemen, I beg leave to second this proposition, and to say in its support that we meet here to-day to perform a duty which we owe not only to our departed friend, but to ourselves, a duty as melancholy as it is imperative. It is not merely to mourn over the loss of a true and genial friend, who had endeared himself to us by his numerous amiable virtues, but to record our sense of his high qualities as a zealous and self-devoted citizen. No one who knew him could fail to admire, respect and love him. His usefulness to this city is abundantly manifested by the warm interest he always took in all public matters affecting its welfare. It is a melancholy satisfaction to us to know that those whom he has left behind desire to testify their regard and respect for his memory in some form that would perpetuate his name amongst us. By honouring his memory, we honour ourselves. By a movement like the present we are able to prove not only to the present generation but to posterity that private and civic virtues such as his are not lost upon us. Such sterling worth, such love for justice and fair play, such warmth of feeling for suffering humanity, such devotion to public and private charity, were the qualities, gentlemen, of which this one individual had a rare combination. It is not often we notice such a consensus of public opinion, both in native and in European society, in respect of the loss we have sustained by the untimely death of the gentleman whose memory we meet to-day to commemorate. The people's voice from all quarters has truly proclaimed that in Captain Henry the Bombay public has lost one of its most useful and public spirited citizens, and the Bombay society, as well European as native has lost one of their best ornaments. One has only to look at the numerous public institutions with which he was connected, and in the proceedings of which he always took a warm and active part, to ascertain his true worth as a citizen of Bombay. His motto seemed to be that if it was worth doing a thing it was worth doing well, and he unflinchingly adhered to it. He has left us behind him an example of his own life of active usefulness, and noble self-devotion to public duty. To allow the memory of such a valuable friend and citizen to die out in course of time, without some memento behind him, would be unworthy of the exceedingly great esteem in which he was held in life. (Applause).

The resolution was then put to the vote, and carried unanimously.

Mr. J K Bythell moved the next resolution:—"That subscriptions be invited for this purpose and an account opened at the Bank of Bombay entitled the 'Henry Memorial Fund,' and that J. M. Maclean, Nanabhoy B. Jeejeebhoy and Raghunath N. Khote, Esqs., be appointed honorary secretaries to receive subscriptions to this fund." He said—I will not take up the time of the meeting by a mere repetition of what has been said by you, Sir, by Sir Michael Westropp, and by others speakers, regarding the very high position which Captain Henry held in the community at large and the very deep regret we all feel at the sad death of our much lamented friend. I would, however, take the opportunity of testifying publicly to the very high esteem in which he was held by the mercantile section of that community. It was my privilege to be intimately associated with him for a number of years in many business matters. On the Committee of the Chamber of Commerce, on the Harbour Board, on the Port Trust, and as an importer and exporter of goods by the P. and O. Company, I have frequently had to see him and to communicate with him, and I can honestly and conscientiously say I have always found him a most kindly, courteous, and considerate gentleman; in short, in all his business transactions he was a perfect model. He was also extremely liberal and unprejudiced. I could give you many examples of this but I will only name one trade matter. After the opening of the Suez Canal, it was the custom to have the measuring of goods done on the decks by ships' own officers, and this led to a very great amount of inconvenience and many disputes. The consequence was that an endeavour was made to introduce a system of public measurement by means of measurers being employed by the Chamber of Commerce. There was a good deal of opposition to this project, because it would interfere with vested rights and steamship owners to a very great extent opposed the movement. I however waited on Captain Henry, and after my laying before him all the merits of the scheme, he decided to give it a fair trial. He did so, and after trying it for a few months, he agreed that all the cargo shipped by the P. and O. steamers should be measured by the Chamber of Commerce measurers. I do not say the scheme would have fallen through if it had not been for this, but it would have been very much more difficult to carry it through and here Captain Henry, by his liberality of opinion, contributed largely to the establishment of a scheme which all the members of the mercantile community will agree with me in saying is a very great boon. I must apologise for referring to so very technical a matter, but I think that is a very good illustration of our late friend's fair mindedness and the absence of prejudice which attended all his actions. As you have said, Sir, the shock of his death was a very great shock indeed to the community at large, and especially was it so to those who—myself amongst the number—had been spending the previous evening at his house. When I stood beside his grave at Sewree and saw his body lowered into it, I hardly could believe that not 24 hours had elapsed since I had seen him in his own house entertaining his guests with the geniality and kindness for which he was so conspicuous. I agree with the preceding speakers in thinking that it would be a very difficult matter to fill his place either as Superintendent of the P. and O. Company or as a member of the Bombay community, and I am sure every member of the mercantile public here will entirely agree with me when I say that we merchants will ever remember him with the greatest possible esteem and affection. (Much applause.)

Sir Munguldass Nathoobhoy, C.S.I., seconded the resolution. He said—Mr. Chairman and gentlemen,—In seconding the resolution which has been proposed by Mr. Bythell, I would only add that I fully concur in what has been said by the Hon. Chairman, the Hon. and learned Chief Justice and other gentlemen, who have preceded me. After their eloquent speeches, I consider it unnecessary to take up the time of the meeting by discanting further on the loss Bombay community has suffered by the untimely death of our worthy citizen, the late Captain Henry. I have no doubt that every admirer of our lamented friend whether European or native, will mark his appreciation of the worth of the deceased, by subscribing to the proposed testimonial. With this remark, I beg to second the resolution.

On the resolution being put to the vote, it was carried unanimously.

Captain Robinson—Mr. Chairman and gentlemen,—I have been requested to propose the following resolution:—"That the following gentlemen be appointed a committee, with power to add to their number, to consider what form the memorial should take and to report the result to the subscribers:—Major General M. K. Kennedy, Dosabhoy Framjee, Esq., C.S.I., Dr. Sidney Smith, Kessowjee Naik, Esq., C.P. Cooper, Esq., F.D. Parker, Esq., J. K. Bythell, Esq., E. M. Fogo, Esq., C. H. B. Forbes, Esq., J. M. Maclean, Esq, Commander G. T. Robinson, I. N., Capt. W. L. Searle, I. N., Dr. Thomas Blaney, M. C. Jamsetjee J. Esq, F. Mathew, Esq., Col. H. F. Hancock, R. E., Sir Frank Souter, Kt., C.S.I., F. F. Arbuthnot, Esq., W.G. Hall, Esq., Gordon Geary, Esq., Col. J. Thacker, Rienzi Walton, Esq., J. H. Grant, Esq., Col. Baker, R. E., Thomas Ormiston, Esq., M. Balfour, Esq, the Hon. R. M. Westropp, the Hon. James Gibbs, the Hon. A. Rogers, the Hon. Sir Charles Sargent, the Hon. Mr. Justice Kemball, the Hon. Mr. Justice Nanabhai Haridass, the Hon. E. W. Ravenscroft, C.S.I., Sir Jamsetjee Jeejeebhoy Bart, C.S.I., Sir Munguldass Nuthoobhoy, C.S.I., Byramjee Jeejeebhoy, Esq, C.S.I., the Hon. J. Marriott, the Very Revd. The Vicar Apostolic, J. Jefferson, Esq., L. Reid, Esq., Hon. M. A. Rogay, E. Cleveland, Esq., Hamilton Maxwell, Esq, the Hon. Donald Graham, Nanabhoy Byramjee Jeejeebhoy Esq., the Hon. Sorabjee Shapoorjee Bengalee, Dinshaw Manockjee Petit, Esq., Bhugwandass Purshotumdass, Esq., Ahmedbhoy Hubibbhoy, Esq., William Wordsworth, Esq. The speakers who have gone before me have very feelingly and touchingly referred to our late friend's merits as a citizen of Bombay; but not only in the city was his influence felt. Beyond that as a seaman, he took the greatest interest in the mercantile marine, and not only in the marine generally, but in the *personnel* of the marine, and all seafaring men who have navigated these seas must feel that they have lost not only one who took a deep interest in their welfare, but one who never allowed a single opportunity to slip past him of assisting them. It was my good fortune to be a colleague of his for some years, and I may say in furtherance of what other speakers have said who have preceded me, that I have been repeatedly struck by his liberality of mind in discussing questions. He was essentially a man who was open to receive suggestions that were not his own, to discuss them on their merits, and to give forth the result of deliberation or discussion, as the case might be, for the benefit of the many. We all know Longfellow's "Psalm of Life," and our friend who has been taken away so suddenly has left his footsteps behind. Without in any way forestalling the action of the committee to be appointed, I may say that the memorial is not for us, but for those who come after, to be pointed to as the memorial of one who stood high in the estimation of his fellow citizens of every caste and creed. (Cheers.) If, as one of the previous speakers has suggested, the memorial may have to take the form of assistance to those whom he has left behind him, it cannot be better applied than by giving his sons an opportunity of following in the honoured footsteps of their father. (Hear, hear.)

The Hon. Mahomed Ali Rogay seconded the resolution. He said—It is our painful duty to place on record the great grief caused to us by the melancholy death of the late Captain Henry, and of the great loss which the community of Bombay has suffered by the sad event; the only consolation now left to us is to do honour to our departed friend by perpetuating memory in some befitting manner. This good man was remarkable for the suavity of his manners, the gentleness of his disposition and the sweetness of his temper; and these gentle qualities were blended with such a stern independence of action, that he was at once the delight and admiration of all who came in contact with him. In fact the opposite qualities—namely the *suaviter in modo* and the *fortiter in re* are seldom combined in one and the same persons but the goodness of his heart enabled him to exercise both in an admirable manner. So much already has been said here and elsewhere in connection with this subject that there is nothing more left for me to add; and to go over the same ground again would only be a work of supererogation. I therefore conclude by saying that the late Captain Henry was a *multum in parvo* of many virtues and many excellencies. With these remarks I beg to second the resolution.

The motion was carried unanimously.

Mr. Thomas Ormiston moved—"That copies of the above resolutions be forwarded by the honorary secretaries to Mrs. Henry." Mr Ormiston said—I can hardly imagine anything which can give consolation to the widow and children at present while their grief is still so keen, but as time passes away, I am quite satisfied the cordial expression of sympathy which has come from all sides and the universal admiration of the character of our late friend will be a source of satisfaction to Mrs. Henry, and when those two children grow up, if they are spared to come back to this city in which their father spent the greater part of his life, and to the advancement of which he devoted his energies, they may well feel proud, as I have no doubt they will, when they hear his name spoken by all members of the community with the affection and respect which his memory commands. (Applause.)

Mr. F. D. Parker—I have much pleasure in seconding Mr. Ormiston's resolution. I did not come here intending to speak, and those who have preceded me have so eloquently and ably spoken of the character of our late friend and companion, Captain Henry, that there is very little left to say, but I feel it is a duty I owe to myself and my brother officers of the P. & O. Company to tell you how greatly beloved and respected he was throughout the service. His rule over those he governed was one of kindness; he was ever ready with friendly counsel and advice for those who required it, and when, as must occasionally be the case with those in authority, it was necessary for him to reprove and rebuke, it was done more in the spirit of a friend than of a superior. His many excellent qualities have caused him to be respected, esteemed, and regretted by all with whom he came in contact, and I am sure that I am speaking the feelings of the officers of our service and the employés throughout the service, when I say they feel that by the untimely death of Captain Henry the Company has been deprived of a most popular, worthy, and zealous representative, and every member of the service of a true and sincere friend.

The resolution was then put to the vote and carried unanimously.

Mr. Nanabhoy Byramjee Jeejeebhoy said—Sir, before the separation of the meeting, I beg to say a few words. We could not have met together here, for a worthier or a more lamentable purpose. What can be more worthy than a desire to do honour to the memory of one who, when in life, was an ornament to our city? And what more lamentable than the necessity of consoling ourselves in this way for the loss of one whose death has thrown a deep gloom over every section of the community? Each section of the community of Bombay is represented here to-day. What stronger proof (if indeed a proof were wanting) can we have of the universal popularity of our friend? I speak of him as "our friend," gentlemen, because I am sure there is not one person here present who, however slight his acquaintance with Captain Henry, did not feel that for every honest purpose he could look upon him as a stanch and sincere friend. The Honourable Chairman has handled the subject in an able manner, and the other speakers have added their valuable testimony to the great deserts and sterling merits of the good citizen, whose loss Bombay mourns to a man—a loss which it is as hard to realise as it is impossible to exaggerate. For, was not Captain Henry always ready with a kind word and an open purse to promote all public movements, whether social, political, or commercial? Was not the whole aim of his valuable life to further the weal of his fellow men? Did he not possess the confidence of the public, and was he not esteemed for his well-known business tact and habits, his inflexible integrity, his genial and conciliatory nature, and his high and lofty principles? Yes, gentlemen, it was so, and you all know it. I shall not therefore go over the same ground that has been so ably covered already by the Chairman's well-considered and affecting speech, and by those of the other able speakers. It is a great consolation to those who had the privilege of being numbered among his personal friends, and those who came in business contact with him, and had frequent opportunities of discovering and admiring the excellent traits of his noble character, to know that his intrinsic worth is appreciated, that his melancholy end is deplored by all classes in Bombay, and that his memory is dearly cherished by the people, whose friend and faithful champion he undoubtedly was. But, gentlemen, all the praises we now bestow, come far behind his worth, so I shall just content myself with observing that in him we met with a combination of the natures of the lion and the lamb. A true Briton, a perfect gentleman and a most valuable citizen was our late lamented friend and well-wisher, Captain Henry. Mr. Nanabhoy concluded by moving:—"That the best thanks of this meeting be given to the Hon. J. Gibbs for his conduct in the chair."

The Hon. the Advocate General—I beg to second this resolution and will take the opportunity of giving expression to the high respect and esteem entertained for Captain Henry amongst the members of the Bombay Bar. We all know the excellence of his public character, and I think there can be no better testimony to both his public and private worth than that so many of his friends and fellow citizens have unanimously expressed the highest regard for him. (Hear, hear.)

The resolution having been carried unanimously,

The Chairman returned thanks and announced that by means of subscription cards that had been circulated during the meeting, nearly Rs. 4,000 had already been collected.

The proceedings then terminated.

The Committee of the Bombay Sailors' Home Society met yesterday in the new Home for the purpose of passing a vote of regret at the death of Captain Henry who held the position of President of the Society. There were present:—Mr. Thomas Ormiston, Dr. Arnott, Lieut. Brebner, Captain Clark, Captain Blackmore, Mr. Lidbetter, and Mr. A. Tait.

Lieut. Brebner said he had been requested to inform the meeting that Mr. Cooper, Captain Robinson, and Captain Dixon regretted their inability to attend. He added that Captain Robinson was unwell.

Mr. Ormiston, who was voted to the chair, said—All of us have had experience of Captain Henry's great administrative talents exercised in connection with this Home and of the kindness with which he uniformly treated the inmates. Individually we were all his friends. I myself have had the advantage of his great skill and experience in my own business, and I feel his loss acutely as everyone who was connected with him must do. The least we can do is to pass a resolution expressing our great regret at the melancholy accident which has deprived this city and this society of their head, and I will now call upon the Secretary to read the resolution which has been drawn up.

Lieut. Brebner read the following resolution:—

"The Directors of the Sailors' Home desire to place on record their sense of the very great loss the Society has sustained through the premature death of their President, the late Captain G. F. Henry. In passing this Resolution it affords the Directors, many of whom had been associated with Captain Henry on the Board of the Institution since 1857, the melancholy satisfaction and pleasure of bearing testimony to the unvarying courtesy and amiability combined with rare tact and judgment he at all times displayed while presiding over their meetings, as well as to the untiring energy and zeal he threw into all other matters he undertook which had for their object the welfare of the Sailors' Home. The great care and solicitude he invariably showed for the wants and comforts of the seamen residing there was most conspicuous and the deep sorrow and regret felt for his untimely death by those who had the good fortune to enjoy his friendship or be associated with him in public life, is fully shared by the humble class in which he always took so warm and kindly an interest."

Mr. Ormiston moved that the resolution just read be adopted and ordered to be recorded.

Captain Clark seconded the motion, which was carried unanimously.

Dr. Arnott moved:—

"That the Honorary Secretary be requested to forward a copy of the above Resolution to Mrs. Henry conveying at the same time an expression of the Directors' deep sympathy and condolence with her in her severe affliction."

Mr. Lidbetter seconded the resolution, and it was unanimously adopted.

Lieut. Brebner said he could say for himself that during his experience of Captain Henry he had always received from their late President the greatest kindness and consideration, and it was quite a pleasure to work with him.

Mr. Ormiston said it was intended to erect some permanent memorial of Captain Henry in connection with the Home. It would probably take the shape of a portrait or a bust, but it would be premature to decide that matter before the Committee who were to be appointed at the meeting at the Town Hall that evening had come to a conclusion as to what form the tribute to be voted by the general public should assume. They would better be able to discuss that matter at the next meeting.

The regular business was postponed.

THE ENGLISH OPERA BOUFFE COMPANY.

To-night at the Grant Road Theatre the English Opera Bouffe Company perform Lecocq's popular comic opera, "La Fille de Madame Angot." The announcement that this very popular opera would be performed has, as we anticipated, excited much interest, and already every seat in the dress circle has been taken, but as stated in to-day's advertisement, reserved seats can be had in the stalls numbered and equally secured as in the dress circle. Seldom has there been such a demand for seats before at the Grant Road Theatre, and a very brilliant evening's entertainment may be expected to-night.

CANAL STEAMERS.

Since the opening of the Suez Canal, when a new era in the construction of steamships was inaugurated, a new class of sea-going vessel, in the place of the exquisitely modelled, taunt-rigged and chaste-looking steamship has gradually been introduced, but which is really an ugly and ill-conditioned sister called the Canal-boat. Though the average Canal boat, so long as all goes well with her machinery, is found to answer the purpose of a steamship, she is inevitably doomed if caught on a lee-shore, where she usually emerges with disabled engines, loss of propeller or with leaky boilers, should severe weather, depth of water or the nature of the sea-bottom render her anchors useless. The Canal-boat is not only doomed on a lee-shore, but also in the open sea if disabled in a gale, for she has no canvas to give her way enough to steer, much less wear or stay, and in nine cases out of ten, not sufficient to keep her reasonably steady, thus she may wallow in the trough of the sea till she founders. Those who have been in this class of vessel when disabled, and have experienced their wabbling propensities, even in moderate weather, will readily concur in the opinion, that under the conditions named, this description of steamer could not survive in anything like a severe gale. Not only is their lack of sail power against these vessels, but their model—if model they can be said to have—and the depth to which they are laden, all but prohibit the possibility of living through a heavy gale. There are numerous instances on record of steamers of this class disappearing most mysteriously—a fate which may be reasonably predicted for them. Mr. Thomas Lidbetter, of this city, in a very ably written pamphlet on the loss of the Stuart Hahnemann adverted to a very serious element of danger in iron ships, which up to that time appears to have escaped attention. Iron ships have great depth of floor between the skin and ceiling, which, as an element of great buoyancy, becomes dangerous, as tending to counteract whatever stability the ship may possess, in proportion as the vessel's masts lean from the perpendicular. Mr. Lidbetter might have added that this danger squares itself with every degree of heel after 20° or 25° is passed, or at any rate the power of recovery is weakened in geometric ratio which is much the same thing. The Stuart Hahnemann's floors, however, it was stated were filled to a great extent with fire, brick and concrete, so that this danger existed in a very minor degree in her case if at all. The great problem which has occupied the attention of naval constructors, since the opening of the Canal especially, has been the production of a vessel which will measure little and carry much, and so well has this subject been studied and reduced to a practical issue, that the average Canal-boat of 1,000 tons register will carry 2,500 tons of Bombay cargo (of 40 cubic feet to the ton), exclusive of her stores, and coals sufficient to reach Port Said or Malta. The dangerous feature in iron ships referred to by Mr. Lidbetter exists in a greatly exaggerated form in many of the Canal-boats. For purposes of economy they are fitted with water-ballast tanks which are made by fitting platform-wise in the interior of the vessel forming a second bottom; the space between these two bottoms is strenghtened by bulkheads which also conveniently divide the tank into compartments. Whenever the vessel needs ballast these tanks are pumped full by the donkey pump and can be emptied by the reverse process. In a Canal-boat of 1,000 tons register the ballast-tanks are probably of 400 tons capacity. Will it be credited that masters of Canal steamers have been known to pump their ballast-tanks out for the sake of carrying a few tons more cargo, for with the ballast-tanks full they would have been dangerously deep, and they have been known to do so at sea in order to increase the speed by half a knot or so? Is it any wonder that some of these craft occasionally disappear? They are loaded to their extreme limits of buoyancy, hence if thrown on their beam ends they must inevitably capsize with this balloon in the bottom. The Canal-boat not only lacks the majesty and grace, but the very name and properties of a steamship, and by the sacrifice of an essential element of safety (under the conditions referred to) her constructor is guilty of producing a dangerous vessel, and of murdering the romance and poetry of a sailor's life at one stroke. Some of the finest qualities of the British sailor, his fidelity and indomitable perseverance, for instance, if not born of, are at any rate associated with a semi-superstitious regard for his ship. In his mind's eye she is much more than a skilful combination of planks, timbers, and bolts, of intricately devised rigging and bellying canvas; under the term "she" lies a belief that the ship has a will, faculties, powers, and sensibilities. Jack reveres her as a superior being and recounts her performances with gusto, and would have you credit as manifestations of occult powers and acts of volition, the development of some property brought about very likely by his own aid. When things go pleasantly the sailor apostrophises his godess in the most complimentary manner, while on the other hand, in a ship where things are unsatisfactory—poor food, crabbed officers, or where worst of all, a combination of untoward circumstances induce the belief that the ship is unlucky!—nothing can tempt him to remain and fulfil his agreement. The three months' hard labour prescribed by the law, Jack will undergo with the air of a martyr and though he will not by any means hide his grievance under a bushel or impute his sorrows to a wrong source, it is invariably the ship that comes under his displeasure and he apostrophises her as the incarnation of all that is bad and uses a great many adjectives which would grate sadly on ears polite.

Fenimore Cooper was fully alive to this superstition in the sailor when he drew the vivid picture of the wreck of the Ariel which Tom Coffin laments with a poignant grief, akin to mourning the loss of the dearest relative. The awful grandeur of the storm, the peaceful calm, rapid changes, varied scenery, the exhilarating breezes, all combine to awake the devotional and poetic in the seaman's nature and he deifies his ship as the central figure for whose delectation the scene exists, and for whose purposes the changes take place. The innocent and in some respects pleasing superstitions connected with the sea obtained long before the disastrous voyage of the Castor and Pollux or the more recent, fruitless and eternal cruize of dread Vanderdecken.

The Canal-boat and iron-clad have no romance about them, and the reason is not difficult to trace; they are practically independent of the sailor's skill while all goes well, and when the reverse happens they are hopelessly unmanageable and quite beyond his skill. There are many magnificent steamers in the Bombay trade, vastly superior to the ordinary Canal-boat, among which we might name the Strathleven, Guy Mannering, City of Baltimore, Macedonia, &c., and most of the modern steamers of the P. and O Company, the Khedive, Hydaspes, Venetia, &c., &c. All these fine vessels spread an appreciable amount of canvas, and with skilful handling and the use of the steel hawser and a stream anchor in stays might be able to claw off a lee-shore; yet though they are as much superior to the average Canal-boat as can well be conceived, even they would do comparatively nothing alongside such ships as the Tanjore, Mooltan, Surat, Pera or Mongolia in the P. and O. Company's fleet or H. M. Transport Himalaya. Any of the above named steamships, if their machinery was disabled, could hold their own in a good breeze with the ordinary run of sailing vessels.

A EUROPEAN ADULTERY CASE.

Yesterday at the Fort Police Court, a case was to be called on for hearing before the Senior Magistrate, in which J. A. Laing was charged with adultery at the instance of George Bease. Mr. Chalk, solicitor, appeared for the prosecution. There was no appearance for the defendant.

Mr. Chalk—I understood your Worship would hear the case in chambers at 12 o'clock to-day. It is now half-past 12 o'clock, and the defendant has not appeared. The prosecutor is here. I have communicated with Mr. Langley in the matter, but neither he nor the defendant is here. I now apply that a subpœna be issued to compel the defendant's attendance.

The Magistrate—I see the summons has not been served.

Mr. Chalk said the parties had appeared before his Worship in chambers; and he had a letter from Messrs. Rimington, Hore, and Langley, showing that the defendant had been served.

The Magistrate said that, on the last occasion, Mr. Langley only attended.

Mr. Chalk said attendance by solicitor was evidence of the party having been served; and he submitted the defendant should be compelled to attend.

The Magistrate—I will wait a few minutes for Mr. Langley. Probably it would be necessary to have an information laid.

The Magistrate's clerk sent off a note requesting Mr. Langley to attend at the Court with the defendant. After waiting some time,

Mr. Chalk said he understood the summons had been served upon defendant by Mr. Constable Longden; and as Mr. Langley had attended before his Worship on behalf of the defendant, he must be presumed to have been served. Here he had been dancing attendance a couple of hours, and neither the defendant nor his solicitor turned up.

His Worship and Mr. Chalk then retired into chambers. After some time it was stated that a fresh summons was to be issued to the defendant, returnable at half-past 2 o'clock on Wednesday next.

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THE WHEEL TAX AND THE MUNICIPAL OFFICERS.

WITH reference to the report of the proceedings of the Town Council published in our paper of Thursday last, we give below Mr. Hutchinson's letter to the Municipal Commissioner, detailing the circumstances under which Municipal officers have been exempted from the payment of wheel tax.

Memorandum No. 187 of 1877.

From the Secretary Town Council to the Commissioner.

The undersigned has the honour to state that at the meeting of the Town Council held this day, papers regarding the exemption from taxes on horses and carriages used by Municipal officers in the performance of their duties having been read, it was

Resolved—That the Commissioner be asked to call on the Assessor for a report as to the grounds on which he committed a breach of the Municipal Acts II. of 1865 and III. of 1872 by exempting Municipal officers from the payment of the wheel tax. H. W. BARROW.

No. 994 of 1877.

Forwarded to the Assessor for early report.

J. H. GRANT,
Acting Municipal Commissioner.

To be returned.

No. 2094 of 1877.

16th January 1877.

No 585 of 1877.

To J. H. GRANT, Esq., Municipal Commissioner.

SIR,—As requested in your No. 994 of yesterday's date, I have the honour to report the circumstances under which the exemption from the payment of the wheel tax has, in certain cases, been allowed to Municipal officers.

2. I am unable to say whether such exemption existed previous to the passing of the Act I. of 1875, as the records of this department do not supply the information; but I find that, in 1866, under the Municipal Commissioner's No. 2723 of the 9th June 1866, exemption in respect of one horse was allowed to the inspectors of the Health Officer, and that under Commissioner's No. 2766 of the 11th June 1866, the inspectors of the Executive Engineer were also exempted, and the exemption was extended in October 1169, to the superintendents of wards, under Commissioner's No 3925 of 1867; and again, to the superintendents of police under Commissioner's No. 2488 of 25th May 1868, both the ward and police superintendents being allowed, in addition, the exemption of the tax on one vehicle.

3. As I rejoined the Municipality in April 1869, these exemptions were in force previous to my taking up my present appointment.

4. In December 1869, the store-keeper requested the Municipal Commissioner to exempt him from paying the tax on his horse and carriage. This application was forwarded to me with the following endorsement:—

No. 6132 of 1869.

The Assessor is requested to report what Municipal officials there are (excluding Commissioner) whose duties require them to keep a conveyance, and who are charged with wheel tax. The Commissioner would compound with them for one vehicle, and one horse less than the actual number kept. ARTHUR CRAWFORD,

December 14, 1869. Municipal Commissioner.

5th. It was evident from the wording of the above, that Mr. Crawford had forgotten that under his previous orders certain officers had already been wholly exempted, and I therefore personally brought this to his notice. It is impossible for me, at this distance of time, to call to mind all that passed in conversation, but I remember Mr. Crawford telling me that he intended that the exemption of one horse and one vehicle should be continued in the case of all officers, who had out door duty to perform, and that I should therefore prepare the list in such a form as would show *what horses and vehicle would have to be compounded for*, and I recollect on my asking Mr. Crawford, if *he* should be included in the list, his answering me "No, charge me for the full number of horses and carriages I keep, as I cannot exempt myself:" clearly showing that he believed he had the power to exempt his subordinates.

6th. The statement was accordingly prepared in the form required, and when forwarding it I wrote as follows:—

No. 543 of 1870.

Report—I beg to annex a list showing the number of carriages and horses belonging to Municipal officers "whose duties require them to keep conveyances. The horses and carriages, the tax respecting which has to be compounded, are shown in the last column of the list

"The Commissioner will be good enough to state whether only half the amount of tax should be charged from the 1st of January 1870, for the same as in the case livery stable-keepers."

7. It is not necessary to produce here the list in full, but it is of importance that I should give the *heading* of the list which was as follows:—

No. 1. Names of Officers and Designation.	No. 2. Kept by Municipal Officers.			No. 3. To be compounded for.		
	4 Wheeled carriages.	2 Wheeled carriages.	Horses & Ponies.	4 Wheeled carriages.	2 Wheeled carriages.	Horses & Ponies.
T. G. Hewlett, Health Officer..	1	1	2	...	1	1

8. On the above, the following order was passed:—

No. 734 of 1870.

You may compound for one half the horse and wheel tax in each case. A. T. CRAWFORD.

12th February, 1870. Municipal Commissioner.

9. In October 1871, Police Superintendent Mr. Baily addressed me, stating that at the beginning of the year, the Municipal Commissioner had given him permission to keep a dog cart in addition to a four wheeled carriage which had been previously allowed free of tax owing to his division being so far from office. As I had received no orders on the subject the letter was forwarded under this office No. 3,524 of 1871 for the favour of the Commissioner's instructions; and the order passed on it was as follows:—

No. 337 of 1872.

Mr Baily should be treated like all other officers of the Municipality. T. C. HOPE,

12th Jan. 1872. Acting Municipal Commissioner.

10. Two months later, I received the following instructions:—

No. 1684 of 1872.

Municipal Commissioner's Office,
Bombay, 13th March 1872.

It appears on further inquiring that Mr. Baily received the exemptions in consideration of his having to use a second conveyance in order to attend the various large European and native entertainments in different parts of the island, the police arrangements of which are usually under his direction. Under the circumstances the exemption may be allowed. T. C. HOPE.

Acting Municipal Commissioner.

11. Exemption has accordingly, since then, been allowed in respect of one horse and one carriage, and half the tax has been charged upon all additional horses, and carriages kept, with the exception of Mr. Baily, who has two carriages *free* of tax.

12. On the 14th October 1876, the Health Officer under No. 11,108 of 1876 forwarded with his recommendation an application from Mr. Thompson, an inspector in his department, requesting that he might be allowed two horses free of tax.

This was forwarded to me by Mr. Pedder, with the following endorsement:—

No. 6845 of 1876.

The tax may be remitted. In similar cases, the tax on two horses belonging to inspectors may be remitted on the certificate of the Health Officer, "Executive Engineer," that two horses are required to do the work.

W. G. PEDDER,

23rd October 1876. Municipal Commissioner.

13. From the facts above given, it will be seen that the practice of exempting Municipal officers from the payment of wheel-tax, in certain instances, was in force long before I rejoined the Municipality, and that since my appointment, I have acted under the orders of the Municipal Commissioner, whom alone I am bound to obey, and whose authority alone I am required to recognise.

This being so, I cannot see how I can be charged with having "committed a breach of the Municipal Acts II. of 1865, and III. of 1872," which I need hardly point out to you, are precisely the same in the matters of granting any power to the Municipal Commissioner to exempt the Municipal officers from the payment of wheel-tax.

14. That I was justified in continuing the practice sanctioned by Mr. Crawford and Mr. Hope after Act III. of 1872 came into operation, is evident from the fact that Mr. Pedder did not order its discontinuance, but, on the contrary, directed me to extend the exemption to two horses belonging to inspectors, on the certificate of the Health Officer, or Executive Engineer, that two are required to do the work.

15. It is no slight imputation, Sir, for an officer of my long standing and position in the Municipality to be charged in my official capacity, with having committed a breach of the law, or, in other words, of having been guilty of a gross dereliction of duty; nor is it consistent with justice to pronounce such a charge without first giving me an opportunity of answering it.

It has, therefore, pained me to find such a resolution recorded by the Town Council, the more especially when it is remembered that their proceedings are published, and go forth to the world, under their apparent sanction, but I trust that, under this explanation, the imputation, so far as I am concerned, will be withdrawn.—I have, &c.

JOHN. F. HUTCHINSON.

Assistant Municipal Commissioner and Assessor.

Municipal Office, 17th February 1877.

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SALE OF VALUABLE LANDED PROPERTY in Doongry Cooly Street.

THIS DAY, SATURDAY, the 3rd March, at 4 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction on the premises:—A piece of land measuring two hundred and twenty-eight square yards, with the dwelling house standing thereon, built with chunam and stone walls and covered with tiles, lately occupied by Runchordass Canjee, assessed by the Collector of Assessment under No. 209 and by the Collector of Land Revenue under No. 1233, bounded on the east by Sat Tad or Doongry Cooly Street, on the west by Shamjee Hussajee Street, and on the north by a balalcore's passage and the house of Lalbai, widow of Ludha Liladhur, and on the south by a balalcore's passage used in common by the tenants and occupiers of Runchordass Canjee's house and the occupiers of a house belonging to one Tejpall Khatao.

USUAL AUCTION SALE.

On MONDAY next, the 5th instant, at 2 P. M., Messrs. CRAWFORD & Co. will sell by Public Auction at their rooms:—

10 bales grey shirtings.
10 cases white ground prints.
5 cases T. Red shirtings.
2 cases 6, 7, 9, and 11 in plated shades, piano shades, and 8 9 and 11 in tulip glasses.

AUCTION SALE of household furniture, plated glass, and porcelain wares, &c., at Kavel, opposite the Free General Assembly's Institution, Aviary Lane

Under instructions from the Administrator General Messrs. CRAWFORD and Co. will on THURSDAY next, the 8th inst., sell by Public Auction at 1 P. M., the household furniture &c. &c. of the late Mr. Clestino Salvador Misquita. On view from Tuesday, the 6th inst.

AUCTION SALE OF EMBROIDERED SHAWLS, CLOAKS, HANDKERCHIEFS, WORK BOXES, JEWELLERY, &c.

To be sold by Public Auction by order of the Administrator General by Messrs. CRAWFORD & Co. at their rooms on the 1st floor, on FRIDAY and SATURDAY, the 9th and 10th days of March, sale commencing at 1 P.M., the stock in trade of the late Kotoomull Dhoolamull, consisting of—

Scinde Delhi and Cashmere worked shawls, cloaks, handkerchiefs, cushions, Surat and Bombay made sandalwood, ebony-wood and ivory work boxes, writing desks, card cases and baskets, gold and silver jewellery, &c. &c.

Catalogues with full particulars will be printed, and the goods will be on view some days before the day of sale.

CRAWFORD & Co.

Bombay, 3rd March 1877.

MENESSE AND COMPANY.

AUCTION SALE OF MACHINERY AT DUNCAN ROAD.

THIS DAY, SATURDAY, the 3rd inst., at 3 P. M. Messrs. MENESSE & Co. will sell by Public Auction at No. 11, Duncan Road, the undermentioned machinery on account and at the risk of the Mortgagors Meherbai, widow of the late Framjee Nowrojee Davur, Dinshaw Framjee Davur, Rustomjee Framjee Davur, and Sorabjee Dadabhoy Vakeel and by order of the Mortgagee Kasilal Mithalal.

1 Boiler in length 12 feet and breadth 4½ feet, flux 2½ feet, by P. M. Tennents and Company, Engineers.

1 Engine by P. M. Tennents and Company, Engineers; the diameter of the cylinder is 7½ inches, stroke 2 feet and 4 inches, fly wheel diameter 4 feet and 3 inches.

1 Frame of Grinding Mill by P M Tennents and Company.

1 Pair of Grinding Stones 3½ feet complete by W. R. Sell and Sons.

1 Pair of Grinding Stones 3 feet with frame complete, all in working order together with 2 cisterns with water and expanse pipe.

1 Weighing scale weighing sixteen in number complete.
1 Large stone for sharpening.
3 Spare pairs of grinding Stones.

AUCTION SALE OF VALUABLE LANDED PROPERTY AT OOMERCARRY ROW.

On WEDNESDAY the 7th inst., at 4 P. M., Messrs. MENESSE & Co will sell by Public Auction at the undermentioned premises by order of Mr. Casumbhoy Dhurrumsey, Trustee to the estate of the late Thavur Moolanee.

All that piece or parcel of Fazendaree land or ground with adjoined huts situate on the east side of the passage leading to Oomercarry Row in the sub-district of Mandvee, assessed by the Collector of Assessment under No. 99, and measuring about 820 square yards and bounded on the west by the properties of Peerbhoy Assur, Rowjee Premjee, Kessowjee Jadowjee, Ahmed Narayalwalla & Khulphan Dama, on the east by the properties of Dhurrumsey Poonjabhy, Ludha Chatoo and Salay Mahomed Khatow; on the north by a vacant ground of the late Rahimbhoy Alloobhoy, and on the south by the property of Heeroojee Naoojee.

For further particulars and conditions of sale apply to Messrs. Tyebjee and Sayani, solicitors for the said Mr. Casumbhoy Dhurumsey, in Forbes Street, Fort or to the undersigned.

HIGH COURT.—O. O. C. J.

In the matter of the Indian Companies' Act 10 of 1866.

AND

In the matter of the Coconada Press Company, Limited.

LIMJEE N. BANAJEE.................. Official Liquidator.

Notice is hereby given, that under instruction from the Official Liquidator, and with the sanction of the High Court, the Undersigned will, on WEDNESDAY the 11th day of April 1877, sell by Public Auction, at their rooms in Hummum Street, at 3 P. M.:—

The valuable estate of the Coconada Press Company, Limited, in liquidation, consisting of extensive freehold lands, buildings, machinery and plant of the said Company, situate on the bank of the Godavery Canal in Coconada in the Madras Presidency. For particulars and conditions of sale apply to the said Official Liquidator, Messrs. Hearn and Cleveland, Attorneys for the said Liquidator, or the Undersigned.

MENESSE & Co.

Bombay, 3rd March 1877.

JEHANGHIER HORMUSJEE & COMPANY, No. 12, APOLLO STREET, FORT.

By order of the Superintendent of Army Clothing, a lot of dealwood packing cases will be sold at our room THIS DAY.

SALE OF VALUABLE LANDED PROPERTIES AT MAHABLESHWUR AND PANCHGUNNY.

THIS DAY, SATURDAY, the 3rd instant, at one o'clock P. M., Messrs. JEHANGEER HORMUSJEE & Co., Auctioneers, will sell by Public Auction at their Rooms by order of the Executors and Trustees of the last Will and Testament of the late William Alexander L. McKenzie, Esq., the undermentioned properties at Mahableshwur and Panchgunny:—

LOT 1.

All that piece of land containing by admeasurement eleven acres and one goonta, with two bungalows standing thereon, respectively known as "Westwood" and "Park Hall," situate at Mahableshwur, and registered as property No. 24 in the office of the Superintendent of Mahableshwur These bungalows are furnished and in the same extensive compound and close to "Bella Vista" and "Rockdale," and are reckoned amongst the first-class bungalows on the hill. The annual assessment charged by Government is Rs 11, at the rate of one rupee per acre. and the Local Fund Cess at the rate of one anna in the rupee "Westwood" is let out until the end of 1878 at the yearly rental of Rs. 1,200, and "Park Hall," which is now unoccupied, yields Rs. 700 a year.

LOT 2.

All that piece of land, containing by admeasurement eleven acres and twenty-five goontas, with the bungalow standing thereon, known as "Eagle's Nest," situate at Mahableshwur, and registered as property No. 44 in the office of the Superintendent of Mahableshwur. This bungalow, the roof of which was lately destroyed by fire, and the furniture of which is in an outhouse, is situated in a prominent position close to Sidney Point (now Lodwick Point) Road and commands an extensive and very beautiful scene, and was yielding a yearly rent of Rs. 700. The annual assessment is Rs. 34-14 at the rate of Rs. 3 per acre and the Local Fund Cess at the rate of one anna in the rupee.

LOT 3.

All that piece of land, with the two bungalows standing thereon, known as "Willie Cottage" and "Arthur Cottage," situate at Panchgunny. These bungalows are in the same compound, about 70 feet distant from each other, and are accustomed to yield a monthly rent of Rs. 50 each.

LOT 4.

All those pieces of land, known as Plovers well plot and "Bazaar ground plot," situate at Panchgunny.

For further particulars and condition of sale apply to the undersigned, or to Messrs. LYNCH and TOBIN, Solicitors for Executors and Trustees.—Dated this 16th February 1877.

JEHANGHIER HORMUSJEE & Co.

Bombay, 3rd March 1877.

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THE valuation of the "With Profit" Series of 1846, for the five years ending 31st December 1875, has just been completed, and the result is to give to the assured a cash Bonus of more than 29 per cent. of the premiums paid by them during the last five years, or a corresponding Reversionary Bonus varying in amount according to the age of the life assured. Large as have been the former Bonuses, this is a more favourable result than on any previous occasion.

The following are examples of the Bonus for the Quinquennial period ending 31st December 1875, declared on Policies on which five annual Premiums had been paid:—

Age entry	Sum Assured.	Cash Bonus.	Addition to Sum Assured.
20	£ 1,000	£ 29 3 0	£ 77 17 0
30	,, 1,000	,, 36 16 0	,, 84 1 0
40	,, 1,000	,, 47 5 0	,, 90 9 0
50	,, 1,000	,, 65 15 0	,, 105 14 0

EXPENSES OF MANAGEMENT.

The expenses of management are paid by the Corporation and not charged to the Life Assurance Funds.

The value of this arrangement will be appreciated when it is observed how seriously the increase of these expenses of late years has effected the Bonuses declared by some offices, which cannot be the case in this Corporation.

The Total Life Funds on 31st December 1875 amounted to £16,84,252.

Prospectuses and Forms of application can be obtained on application to the Undersigned.

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Agents, Bombay.

Bombay, 12th June 1876.

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25	41 6	32 13	23 2	24 10
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35	48 6	39 8	28 10	29 10

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NOTE.

NEW TABLE OF RATES *for the Assurance of Rs. 1,000 for the whole Term of Life.*

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Age.	Yearly.	Age.	Yearly.
	Rs. as. p.		Rs. as. p.
20	27 10 8	20	24 15 8
25	29 0 4	25	26 8 4
30	31 0 8	30	28 1 0
35	34 5 8	35	31 1 0
40	39 3 4	40	35 7 4
45	45 4 4	45	40 15 4
50	52 11 4	50	47 11 4
55	63 11 4	55	57 10 8

*** The next distribution of profits will be made at the close of 1877.

Premiums can be payable Half-yearly or Quarterly at the option of the assured. Rates for ages not stated in the above can be obtained on application to the Undersigned by station age next birthday.

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